

# Scale AVIATION Modeller International

## Dassault Mirage F.1

by Richard J. Caruana

Messerschmitt  
Bf 109G-14

Halberstadt Cl.IV  
& Hannover Cl.V

BAe Harrier  
GR.7

Focke-Wulf  
Ta 183

Competition  
page 761

Focke-Wulf  
Fw 190D-9

Junkers  
Ju 88S-1/T-1

Volume 9 Issue 8 August 2003 £3.50  
08 >  
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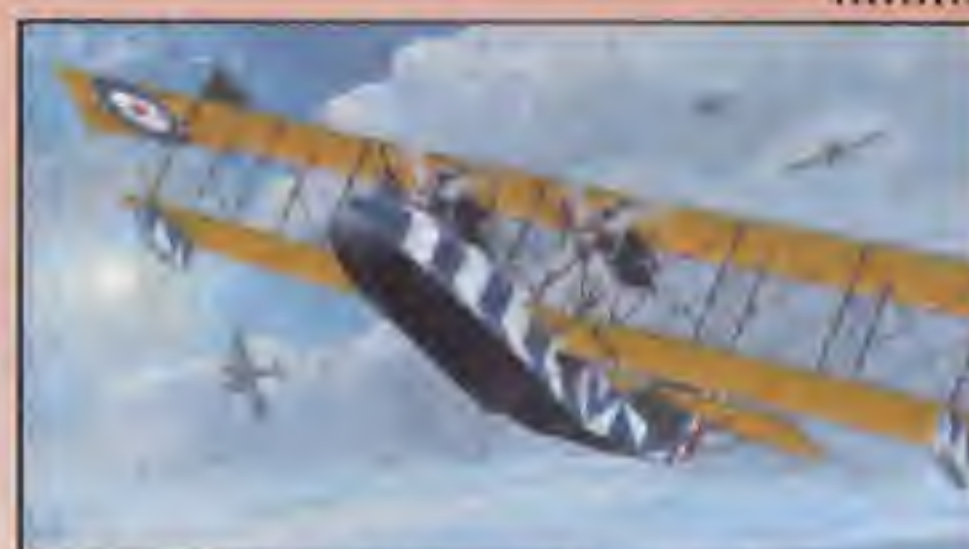
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Published by **SAM Publications**  
Media House, 21 Kingsway, Bedford MK42 9BJ  
Telephone: +44 (0) 8707 333373  
Fax: +44 (0) 8707 333744  
Email: mail@sampublications.com

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PRE PRESS PRODUCTION SAM Publications

PRINT PRODUCTION Swan Print

DISTRIBUTION COMAG Specialist (UK)

If you have problems finding your copy, call COMAG Specialist on +44 (0) 1895 433800

NORTH AMERICAN DISTRIBUTION

Disticor, 695 Westney Rd South, Suite 14, Ajax, Ontario, Canada L1S 6M9  
Tel: +1 (905) 619 6565

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Cheques/Money Orders in Sterling only made payable to **SAM Publications** and sent to the address above. Major credit card payment accepted by telephone.

Subscription Hotline +44 (0) 8707 333373

### AMERICAN SUBSCRIPTIONS

American subscribers can subscribe direct through **SAMI CLUB** or through **WISE OWL WORLDWIDE PUBLICATIONS**  
5150 Candlewood St, Suite 1, Lakewood, CA 90712-1900, USA  
Tel: +1 (562) 461 7574 Fax: +1 (562) 461 7212  
Email: info@wiseowlmagazines.com  
Web: www.wiseowlmagazines.com  
9am-5pm Pacific time, Mon-Fri  
- VISA/Mastercard accepted  
Subscription rates: \$76 surface; \$92 air.



American shops and trade may obtain copies from **KALMBACH PUBLISHING**  
Toll Free 1 800 558 1544

Canadian shops and trade may obtain copies from **GORDON & GOTCH**  
Toll Free 1 800 438 5005

Scale Aviation Modeller International, Volume 9 Issue 3, April 2003 (ISSN 1356-0530) published monthly by SAM Publications, 2221 Niagara Falls Blvd, Niagara Falls NY 14304-5709. Periodicals postage pending Niagara Falls, NY. US Postmaster: Send address corrections to Scale Aviation Modeller International, PO Box 265, Williamsville, NY 14231

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### Samples for Review

Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Scale Aviation Modeller International is published monthly by SAM Publications and is distributed to the news trade by the last Thursday of each month. Next edition date is 30th August 2003.

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# editorial

## Is our hobby too costly?

One of the most regular questions I am asked by readers is this one: Is our hobby too expensive? Well, as with all things in life, this is something that when answered is done so in a purely personal manner. Some of you may think that any kit over £10 is 'expensive', while others will pay almost anything depending on the subject, scale and manufacturer of the kit. For me I always try and weigh up the 'value' of a product in relation to the actual cost. In considering the value of a kit you have to think about many things: the subject (how unique is it), the medium (plastic versus resin etc), the age (new tool or just reissue), the quality (tooling quality is very varied) and of course the complexity of the product (are we talking 10 parts for £10 or 800 parts for £80). The latter is usually always down to scale, so a kit in 1/72nd scale that is

all-new, has 100+ parts and retails for say £15 is definitely good value, but then again an all-new tooling in 1/32nd scale with over 800 parts at £90 is also the same, if not better, 'value'. We all operate within a budget, although this is often a very 'elastic' thing that depends on the 'want, got to have' factor! Many of you seem increasingly upset by the price of kits in the UK,

mails every year with modellers getting quite irate about the cost of kits in the UK in comparison with somewhere like the Far East. Our hobby is a very specialised one, and as in any similar craft or hobby, you

market as well. All of these factors mean that it seems as if things are far more expensive now than they were ten or twenty years ago. Of course they are, the cost of living goes up every year and although there are 'price wars' all the time in goods like food etc, that will never happen in our hobby, as there are simply not enough sales to justify it.

Sure, there are 'sale' items

and it is true that here we pay some of the highest retail prices around, but we have taxes and a higher standard of living, all factors that promote and escalate the costs of consumables, especially 'luxuries' like model kits. It is always a case of the 'grass is greener' elsewhere and we have hundreds of letters and e-

have to pay a premium to get what you want simply because the potential market for such a product is so limited. The number of active modellers is no longer in the 100,000+ bracket in the UK as it was in the 1970s, in fact I would guess it to be less than 20,000, but there are no less kits available and today we have the whole accessory and decal

and reduced kit prices out there and we all love to get a bargain, but generally our hobby is one that will remain one that is viewed by the vast majority as a luxury and as such will remain costly.

Until next month...

*Richard A. Franke*

Group Editor  
SAM Publications

## news update



1/72nd



Released at the end of June in the UK were the Martin AM-1 Mauler [early version] (#72301/£19.99) and Grumman AF-2S Guardian [Firefighter] (#72303/£14.35). We are not sure, but the former item may well be based on the Siga kit?



1/72nd

The limited-edition resin kit of the Tupolev Tu-142R (#006) was released in late June at £95.99.



In the standard limited-run injection moulded range some of the latest additions include the



Hydroplane SPL (#7271/£7.75), Yak-9P (#7286/£8.20), Yak-50 [2nd version] (#7294/£7.75), Yak-3 vk 107 (#72105/£8.20) and Yak-27R (#72111/£11.20).



1/48th

Due for release in Japan during July will be the Mitsubishi J8M Shusui 'Nagoya Museum Replica Model' (#FB-06SP/¥3400).



1/32nd

Back once again in June was the Hawker Hunter FGA.9/E.58 (#04703/£29.99). It features two RAF and two Swiss AF decal options.



1/48th

Rumours have circulated for a while now, but AMtech have now confirmed that they are doing an all-new Curtiss P-40B/C kit next year. They also intend to tool the X/YP-37 version as well.



1/48th



Recently released in this scale was the F-35 'NATO Fighter' (#48003/¥2000).



1/35th

New items recently released in this scale from Panda are the Bell UH-1D 'WASP' (#35006/¥3300) and Bell UH-1N US Navy Twin Huey (#35008/¥3300).



**1/48th**

The most recent releases in this scale from Tamiya are the N.A. P-51D



Mustang '8th Air Force Ace' (#61089/¥2200) and the P-47D Thunderbolt 'Bubbletop' (#61090/¥2500). The P-51D will feature two new figures (one pilot



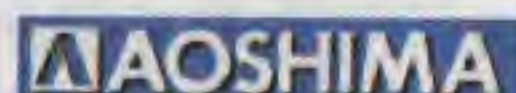
[seated], and an officer [standing]) and decals for 'Big Beautiful Doll' and 'Glamorous Glennis'.

**1/32nd**

The most recent release in this scale is the F-14A Tomcat 'VF-154 Black Knights' (#60313/¥12400), which is just a slightly updated version of the old kit with the addition of the bomb sprues from the 'Bunker Buster' F-15E kit.

**1/72nd**

The latest resin kit from this manufacturer is the General Dynamics A-12 Avenger II (#7209/£43.80).

**1/144th**

Having reported the release of aircraft kits in this scale from Aoshima last month, we can also now add the Mitsubishi Type 1 Model 11 (#32145/¥1000) and Mitsubishi Ki-67 Hiryu (#32152/¥1000) to the series.

**1/72nd**

New and reissued items in this scale noted as being released in Japan recently include the Douglas TA-4J VT-22 'Golden Eagles' [naval aviation 75th anniversary] (#72145/¥2000), Douglas A-4E 'VC-5 Check Mate' (#72146/¥2200), CH-46 'US Marine Rescue' (#72147/¥2200) and Grumman E-2C Hawkeye (#27028/¥2000).

**1/48th**

Noted as released in Japan recently in this scale was the Northrop T-38 Talon 'NASA' (#35256/¥2000).

**1/48th**

Due for reissue during July from this manufacturer is the Junkers Ju 188E-1 (#5518).



This will be followed in September by the Focke-Wulf

Ta 152H-1 (#5501/¥3400).

**1/72nd**

Due for reissue with new decals in this scale during July are the Bell P-39 N/Q Air Cobra 'Russian A.F.' (#2223) and the Grumman F6F-3/5 Hellcat 'USS Princeton' (#2224).

**1/72nd**

Due for release during July in this scale is the Tupolev Tu-22M

'Backfire' (#1238).

**1/48th**

Released in late June by this manufacturer was the Mil Mi-8MT 'Hip' (#8001). It is based on the KP kit with new resin and metal detail parts and a vac-formed replacement canopy. It retails for £47.80.

## correction

**IPMS Canada**

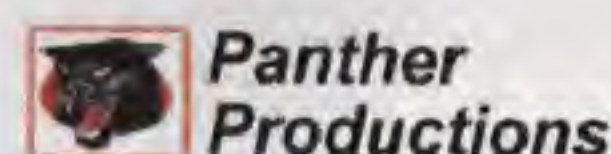
In the April edition (Vol.9 Iss.4) we inadvertently published the PO Box number for IPMS Canada incorrect in the review of their latest decal sheet (See page 340). The correct address is as follows:

IPMS Canada, Box 626, Stn. B, Ottawa, Ontario, K1P 5P7, Canada or visit [www.ipmscanada.com](http://www.ipmscanada.com).

Our apologies to IPMS Canada and our readership for this error.

**1/48th**

Due for reissue in Japan by the time you read this is the Aichi E13A1b Jake (#03402/¥1800).

**1/32nd**

The all-new resin and white-metal kit of the Douglas A-1H Skyraider has at last been released by this manufacturer. It will be followed in November by the A4D Skyraider.

Due in 2004 from Panther will be the AD-4W, AD-5W [US Navy] and A-1E [USAF/VNF].

**1/72nd**

Scheduled for release in July in this scale from PJ is the Dassault Mirage IIIR/RD/RS/5F (#721019). It will feature markings for machines of EC 2/13, ER 2/33 and ER 3/33 of the French Air Force and Fliegerstaffel 10 of the Swiss Air Force.

# Celebrating a Century of Flight! The Top 100 Poll

**D**ecember 2003 marks the Centenary of the first powered flight and Scale Aviation Modeller International wants to celebrate it and is asking you, our readers, for your votes.

All you have to do is email ([sampublications@comsam.co.uk](mailto:sampublications@comsam.co.uk)), fax (+44 [0] 8707 333744) or write (SAM Publications, Media House, 21 Kingsway, Bedford, MK42 9BJ) telling us which aircraft types you consider to be the TEN most significant in the last 100 years. Alternatively, from April 6th you can fill out a form online at [www.sampublications.com](http://www.sampublications.com).

Richard J. Caruana has undertaken to produce colour side profiles of the top 100 types in accordance with these votes and these will appear in the December 2003 edition.

**ALL VOTES MUST BE IN BY THE 31ST AUGUST 2003.**



SANGER  
BRISTOL U.K.

1/48th

A new kit of the Avro Shackleton MR.3 (#4865/£39.95) was released by this manufacturer in June. It is vac-formed plastic and white metal and comes complete with decals.

LEGATO  
KITS

1/72nd

A new resin kit of the Lockheed AH-56 Cheyenne (#05372/£38.90) was released by this manufacturer in late June.

Sram



1/144th

Released in late June was an all-new resin kit of the Gotha G.IV (#30D/£31.20) with decals.



1/32nd



The long-awaited F-105s in this scale from Trumpeter are scheduled for release in July 2003. These will comprise the F-105D Thunderchief (#02201/¥10500) and F-105G Wild Weasel (#02202/¥10500), each with a retail price of approx £60 in Japan. Decals for both of these kits have been produced for Trumpeter by Twobobs Aviation Graphics.

1/24th

The all-new kit of the Mitsubishi A6M2b Zero Model 21 (#02405/¥10800) in this scale should be available in the UK by the time you read this.

Due in this scale during August will be the Messerschmitt Bf 109G-2 (#02406/¥9800) and Messerschmitt Bf 109G-6 [Early Version] (#02407/¥9800).

RCR  
MODELS

1/48th

An all-new resin kit of the Fiat CR.25 (#017/£99.95) was released by RCR during late June.

winners

**'Bear in The Air'  
Competition Winners:****1st prize**

Trumpeter Tu-95MS Bear  
DG Englishby, Banbury

**2nd prize**

Roden Sopwith 11/2 Strutter  
P Bell, Maryport

**3rd prize**

Eastern Express MiG-21P  
EG Fisher, Hull

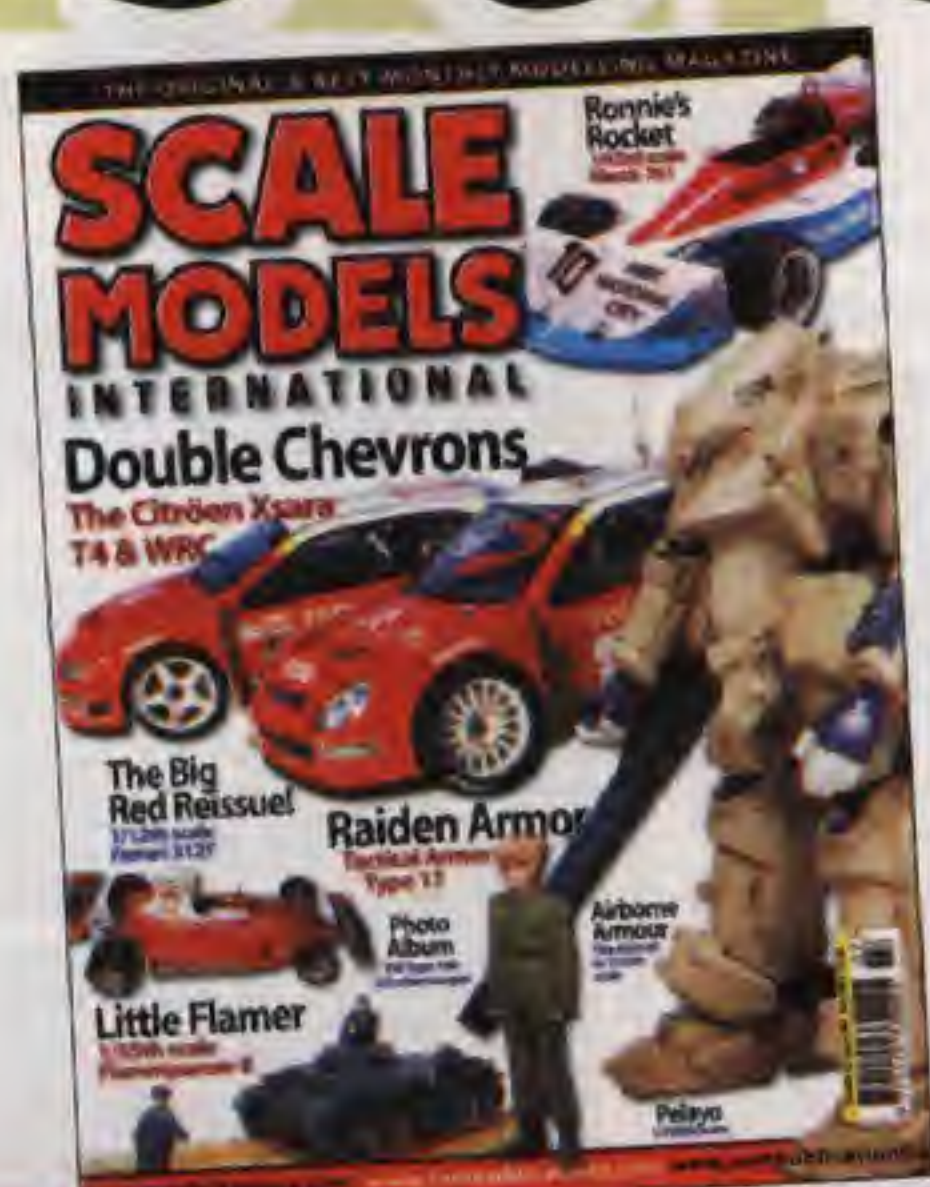
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Part 2 of our  
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Model Aircraft Monthly, Vol 2 Issue 8



If you missed Scale Aviation Modeller Volume 9 Issue 7 (voucher part 1) call Julie on 08707 333373 or email [julie@sampublications.com](mailto:julie@sampublications.com) to obtain a copy.

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TGR-48102 1/48th Scale



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one that never existed

→  
→  
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**Decals**  
by **AMtech**

**Zemke's Kites Pt. 1**  
TGR-48103 1/48th Scale



**Decals**  
by **AMtech**

**Zemke's Kites Pt. 2**  
TGR-48104 1/48th Scale



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  - ← P-38 in WWII? Now you
  - ← can build them in 1/48th!
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**Decals**  
by **AMtech**

**Red Tail Mustangs**  
TGR-24101 1/24th Scale



**Future Releases:** Bolts Out of the Blue—P-47's Over Europe Prt 1 - ?; Bolts Out of the Blue—P-47s Over the Pacific Prt 1- ?; Bolts Out of the Blue—P-47's in Foreign Service, Prt 1- ?; Mustangs Over Europe, P-51's in the ETO; Mustangs Over the Pacific, P-51s in the PTO; Mustangs Over the Med, P-51s in the MTO; Nocturnal Naughties, P-61 'colorful' noseart.....and lots, lots more!





# 1/200th

Items released in this scale in Japan during June were the Boeing 747-400 'ANA' (#10702/¥1800) and the Boeing 777-200 'ANA' (#10704/¥1800).

These will be followed in July by the Boeing 727-200 'American Airlines' (#10646/¥1400) and the Space Shuttle Orbiter (#10730/¥1000).



Due for release in August in this scale is the DC-10-40 'JAL' [ NEW MARKING ] (#10733) and the Boeing 767-300 'ANA' (#10706).



The only item listed for release in September in this scale is the L-1011 Tristar 'Demonstrator' (#10647).

# 1/72nd



Released in Japan during June were the Nakajima Ki-84 Hayate [Frank] '47th Flight Regiment' (#00633/¥1400),



Grumman Hellcat Mk II 'Fleet Air Arm' (#00634/¥1400), Nakajima B5N2 [Kate] 'Midway' (#00635/¥1400) and McDD F-15J Eagle 'Aggressor' (#00636).



Also reissued in Japan in this scale recently was the Boeing B-47E Stratojet (#K7/¥2200), although we are not sure if it will be readily available elsewhere in the world.



Due for release during July are the CF-104 & CF-104D 'Starfighters' [two kits in one box] (#00632/¥2400), McDD F-4B/N



'MiG Eater' (#00640/¥2400), Panavia Tornado F Mk 3 'Regia Aeronautica' (#00641/¥2400), McDD AV-8B 'Italian Navy' (#00642/¥1400) and LTV F-8E Crusader 'Sundowners' (#00643/¥1400).



Items for release in August in this scale are the Chance-Vought Corsair Mk I 'Fleet Air Arm' (#00646), Mitsubishi F-1 'Air Combat Meet 1995' (#00647), Hawker Hurricane MK IIc 'S.E.A.C.' (#00648) and



Curtiss P-40N Warhawk 'CBI Campaign' (#00649).



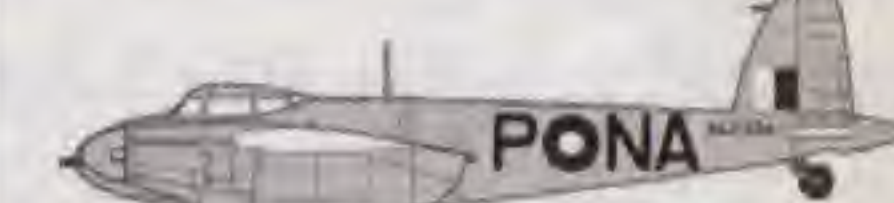
September releases will be the McDD F-4F Phantom II 'JG74 20th Anniversary' (#00651), V.S. Spitfire



Mk VIII 'No. 145 Squadron' (#00652), Grumman F6F-5 Hellcat 'VF-17 Jolly Rogers' (#00653), B-17F 'Luftwaffe



Erprobungskommando' (#00654), Martin SP-5B Marlin 'VP-48 Boomrangers' (#00655), D.H. Mosquito FB Mk VI 'Royal



Australian Air Force' (#00656), McDD RF-4B Phantom II 'VMFP-3' (#00657) and US-2 Tracker 'Bicentennial' (#00658).

# 1/48th



Due for release in Japan during June were the Nakajima Ki-43-II Hayabusa [Oscar] 'Flight Training Regiment' (#09491/¥2400) and



F-15C Eagle '58th Fighter Squadron' (#09492/¥4600).



Scheduled for release in Japan during July are the all-new Mitsubishi F-2A (#PT27/¥2600) plus the Messerschmitt Bf 109G-2/Trop 'Black 6' (#09499/¥2400), Lockheed CF-104 'Starfighters' (#09490/¥2800),



Hawker Hurricane Mk I 'Night Fighter' (#09494/¥2600), Mitsubishi A6M3 Zero Type 22 Koh '261st Flying Group' (#09495/¥2400), McDD A-4L Skyhawk (#09496/¥2600) and Messerschmitt



Bf 109G-6 'Rumanian Air Force' (#09497/¥2400).



New items due for release during August are the N.A. F-86F-30 Sabre 'J.A.S.D.F.' (#09500), Chance-Vought

F4U-5N Corsair 'Soccer War' (#09501), N.A. P-51D/K Mustang 'Pacific Aces' (#09503), Macchi C.202



Folgore 'Italian Co-Belligerent Air Force' (#09504) and Grumman F-14B Tomcat 'Jolly Rogers VF-103' (#09502).



September releases will be the McDD F/A-18B Hornet 'Test Pilot School' (#09507), Lockheed F-104G Starfighter 'Mount Olympus'



(#09505), V.S. Spitfire Mk IX 'Israeli Defence Force' (#09506), Nakajima



Ki-43-II Hayabusa '248th Flight Regiment' (#09508) and McDD F-4J Phantom II 'Liberty Bell' (#09509).

# 1/32nd



Released in Japan during June was the Grumman F6F-5N Night Hellcat 'VMF(N)-541' (#08139/¥3400).



This was followed in July with the Focke-Wulf Fw 190D-9 'late version' with wooden tail (#08140/¥4200).



The only item listed for release in September is the N.A. P-51D Mustang 'Checkertail Clan' (#08141).







# previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed

## Истребитель-бомбардировщик СУ-17 УМЗ Fighter-bomber SU-17 UM3



### Sukhoi Su-17UM3

Scale: 1/72nd  
Kit No: 72122  
Price: £TBA  
Panel Lines: Recessed ✓  
Status: Reissue ✓  
Type: Injection Moulded Plastic  
Components: Plastic 70 (Green), Clear 2  
Decal Options: 2  
Manufacturer: Eastern Express  
Importer: Pocketbond Ltd



## Стратегический бомбардировщик ТУ-160 Strategic bomber TU-160 Blackjack



### Tupolev Tu-160 Blackjack

Scale: 1/288th  
Kit No: 28809  
Price: £6.95  
Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Type: Injection Moulded Plastic  
Components: Plastic 44 (Grey), Clear 1  
Decal Options: 5  
Manufacturer: Eastern Express  
Importer: Pocketbond Ltd



## 1/48 SCALE Savoia-Marchetti S.M.79-II Sparviero



### Savoia-Marchetti S.M.79-II Sparviero

Scale: 1/48th Kit No: 02817  
Price: £29.95  
Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Type: Injection Moulded Plastic  
Components: Plastic 185 (Grey), Clear 10  
Decal Options: 1  
Manufacturer: Trumpeter  
Importer: Pocketbond Ltd



## CESSNA 172 FLOAT PLANE



### Cessna 172 Floatplane

Scale: 1/48th Kit No: 48004  
Price: £15.95  
Origin: Esci (Italy)  
Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Type: Injection Moulded Plastic  
Components: Plastic 46 (Grey), Clear 9  
Decal Options: 2  
Manufacturer: Modelcraft  
Importer: Pocketbond Ltd



## Loening M-8



### Loening M-8

Scale: 1/48th Kit No: 099  
Price: £TBA  
Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Production: Limited  
Type: Resin  
Components: Resin 38  
Decal Options: 1  
Manufacturer: Planet Models  
Available in UK via: Hannants

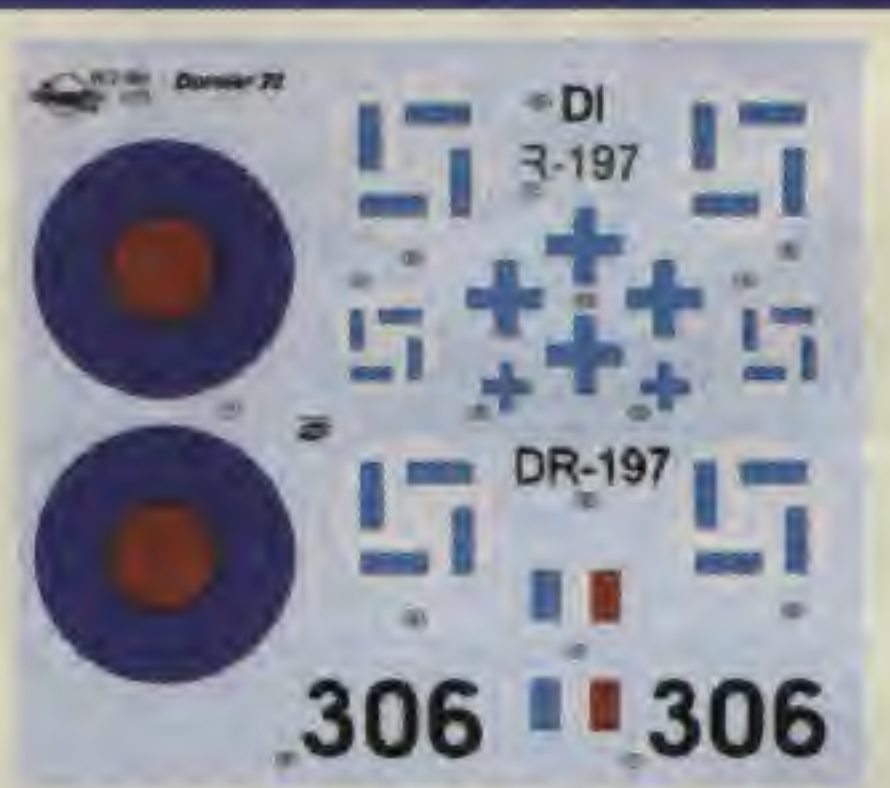


## Dornier Do 22 Floatplane



### Dornier Do 22 Floatplane

Scale: 1/48th  
Kit No: 098  
Price: £TBA  
Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Production: Limited  
Type: Resin, Etched Brass & Vac-formed Clear Plastic  
Components: Resin 115, Etched 3, Clear 6  
Decal Options: 2  
Manufacturer: Planet Models  
Available in UK via: Hannants



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### Curtiss P-40F/L

Scale: 1/48th  
Kit No: 489202  
Price: £TBA  
Origin: AMT/Ertl (USA)  
Panel Lines: Raised ✓  
Status: Updated Tooling ✓  
Type: Injection Moulded Plastic & Resin  
Components: Plastic 49 (Grey), Resin 1 Clear 4  
Decal Options: 4  
Manufacturer: AMTtech



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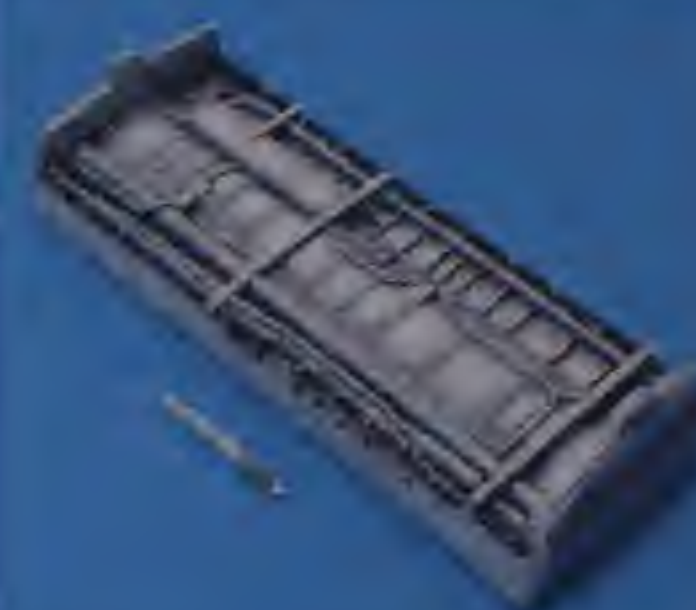
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Supermarine Attacker FB 1/2 1/48 £38.00  
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#### See Hornet F.3. 4, 20 dok

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#### Supermarine Seaang/Spiteful ok

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#### Percival Prince dok

Supermarine Swift F.2 ok £24.75

#### Supermarine Swift F.2 ok

de Havilland Dove/Devon dok £23.95

#### Bristol Brigand B1/74, 5 dok

Supermarine Swift F.1 dok £23.95

#### Bristol Brigand B1/74, 5 dok

Supermarine Swift FR.3 dok £19.95

#### HP Marston T.1/1 k

Short Sturgeon PB.3 k £23.95

#### Supermarine Spitfire F.1 ok

Vickers Viking 1B dok £34.75

#### Short Sturgeon TT.2/3 ok

Curtiss Seawind (floats) k £17.75

#### Curtiss Seawind (floats) k

Fairly Spearfish ok £18.75

#### Blackburn Firebrand III/IV ok

Fairly Barracuda TR.MKV k £16.99

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Blackburn B48 Firebrand k £18.25

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#### Fairly Gannet AEW.3 k

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#### Miles M.20 Mk.I/Mk.II ok

Miles Martinet TT.1 ok £14.99

#### Supermarine Attacker (III) ok

Blackburn B88/YB1 k £16.99

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#### MAGNA CONVERSIONS 1/72 SCALE

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#### Beaufighter Mk.III (Airfix kit)

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### Kawanishi Type 97 (Mavis)

Scale: 1/144th Kit No: 01322  
Price: £9.50 Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Type: Injection Moulded Plastic  
Components: Plastic 32 (Grey), Clear 12  
Also Includes: Display Stand  
Decal Options: 3  
Manufacturer: Trumpeter  
Importer: Pocketbond Ltd.



### Blohm & Voss Bv 155B-1

Scale: 1/48th Kit No: N/K  
Price: £TBA Panel Lines: Recessed ✓  
Status: Reissue ✓ Production: Limited  
Type: Resin, White-Metal & Vac-formed  
Clear Plastic  
Components: Resin 17, Metal 18, Clear 2  
Decal Options: None  
Manufacturer: Arba Products



### Aviatik C.I

Scale: 1/48th Kit No: 1018  
Price: £TBA Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Production: Limited  
Type: Resin, White-Metal & Etched Brass  
Components: Resin 35, Metal 23, Etched 152  
Decal Options: 2  
Manufacturer: Copper State Models  
Importer: Contact Aeroclub for price & availability



### Lockheed F-104A Starfighter

Scale: 1/72nd Kit No: 1234  
Price: £5.99 Origin: Esci (Italy)  
Panel Lines: Recessed ✓  
Status: Reissue ✓  
Type: Injection Moulded Plastic  
Components: Plastic 57 (Grey), Clear 1  
Decal Options: 4  
Manufacturer: Italeri  
Importer: The Hobby Company Ltd.



### BAe Sea Harrier FRS.1

Scale: 1/72nd  
Kit No: 1236  
Price: £5.99  
Origin: Esci (Italy)  
Panel Lines: Recessed ✓  
Status: Reissue ✓  
Type: Injection Moulded Plastic  
Components: Plastic 69 (Grey), Clear 3  
Decal Options: 3  
Manufacturer: Italeri  
Importer: The Hobby Company Ltd.



### Henschel Hs 123A-1

Scale: 1/48th  
Kit No: 489203  
Price: £TBA  
Origin: Esci (Italy)  
Panel Lines: Raised ✓  
Status: Updated Tooling ✓  
Type: Injection Moulded Plastic & Resin  
Components: Plastic 54 (Grey), 6 (Dark Grey), Resin 16 Clear 1  
Decal Options: 5  
Manufacturer: AMtech



### G.D. EF-111A Raven

Scale: 1/72nd  
Kit No: 1235  
Price: £9.99  
Origin: Esci (Italy)  
Panel Lines: Recessed ✓  
Status: Reissue ✓  
Type: Injection Moulded Plastic  
Components: Plastic 79 (Grey), Clear 4  
Decal Options: 2  
Manufacturer: Italeri  
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### NEW 1:48 Undercarriage Set

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### Cockpit Sets 1:48 Scale

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Hawker Hunter	Academy kit	FM 489904
Kawasaki Ki.84	Hasegawa kit	FM 480106
Me.109G	Hasegawa kit	FM 489804
Me.109K-4	Hasegawa kit	FM 480102
Mig-21PF	Academy kit	FM 489806
Mig-21MF/Bis	Academy kit	FM 489807

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Opel Blitz T-Stoff Fuel Truck	FM 489801
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# reviews

MAGNA MODELS

## Vickers F.5/34 Venom

### Technical Data

Scale: 1/72nd  
Kit No: 7872  
Price: £17.25  
Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Production: Limited  
Type: Resin, White-metal & Vac-formed Clear Plastic  
Components: Resin 9, White-metal 10, Clear 6  
Decal Options: N/A  
Manufacturer: Magna Models



### The Kit

This multi-media kit from Magna Models represents the prototype Vickers Venom F5/34 Type 279 of 1936.

The kit comes in an extremely strong card box with a top flap lid, sporting a green printed sticker showing a profile of the aircraft.

Inside we find a large poly bag containing the main resin cast parts and several smaller bags containing white-metal detail parts such as undercarriage and propeller, and vac-formed transparencies. The resin is well cast with good detail, but the joining edges are quite rough and will require a bit of sanding and cleaning to achieve a good fit.

### Instructions

The instructions comprise two A4 printed sheets containing history, written preparation and build instructions, and a parts recognition guide showing waste resin to be removed. There is also a set of scale plans and a nice photocopy of a picture showing the aircraft on its maiden flight at Brooklands on the 17th June 1936.

### Construction

This is a relatively simple kit with few parts, and most of the work is in preparation. For assembling this kit you will need to use cyanoacrylate (super glue) throughout. All waste blocks should be removed and mating surfaces cleaned for a good fit, before then washing all parts to remove mould release agent and oil.

The cockpit assembly is cast mostly in one piece with excellent detail, such as seat harnesses, moulded in place. All that is needed is to add the cast metal control column and instrument panel. The

cockpit was sprayed Interior Green with black instruments and tan coloured seat harnesses. Joining the fuselage halves will present you with a fairly poor fit which will need filling along with slight gaps at the wing roots and rudder.

While the filler is curing you can turn your attention to the canopy and side windows. These need to be scored around the base with a sharp knife and snapped clean of the waste material. I find it easier to do this if I push a piece of Blu-Tack putty inside the canopy first. This will make the material stiff enough to cut and provide a little more protection for your fingers. It will also pull out cleanly afterwards without marking the plastic.

The masking of the canopy is made a little difficult by indistinct lines but is not too hard if you refer to the plans.

Once all the transparent parts are masked and secured with Humbrol Clearfix, the engine casting and aerial mast can be attached and the model primed with Halfords grey primer. The entire aircraft was then sprayed with Halfords Aluminium paint and left to dry. I also added a small amount of Gunmetal paint on the engine cowling to break up the monotone finish.

The instructions show a small, clear domed light behind the cockpit. This is not supplied so I

carved mine from a piece of clear sprue, polishing it clear again with toothpaste and gluing it in place with Clearfix.

The undercarriage legs and wheel wells were given a coat of Interior Green and the tyres painted black. All that remains is to add these to the aircraft along with the prop and a little thread for the radio wire, and you are ready for a coat of Johnsons Klear to complete the build.

### Colour Options

There is only one option for this aircraft and that is for the overall aluminium finish of the prototype.

### Decals

There are no decals supplied with this kit. I added the PVO-10 serial number using dry transfer lettering, usually available from stationary suppliers or craft shops.

### Accuracy

Going by the information provided on the instructions, the model scales up spot on at 24ft 2in long and 32ft 9in span.

### Conclusion/Recommendation

This is a very good little kit of an unusual subject, and I really enjoyed building it. Magna seem to do a good range of other prototype British fighters, so I shall be looking out for them in the future. The multi-media nature of the kit means it should be recommended for experienced modellers but there is nothing too difficult to tackle. Have a go, it might be easier than you think!

Many thanks to Magna Models for the chance to review this kit.

*Wayne Harris*





## Technical Data

Scale: 1/72nd  
 Kit No: 7280  
 Price: £TBA  
 Panel Lines: Recessed ✓  
 Status: New Tooling ✓  
 Type: Limited-run Injection Moulded Plastic  
 Components: Plastic 73 (Blue/Grey), Clear 4  
 Decal Options: 3  
 Manufacturer: A-Model  
 UK Importer: Pocketbond Ltd



## References

I had to turn to references to determine what kind of modification of the fighter, A-Model have tried to issue, as well as to see what else had to be added to the cockpit and other areas. There is no shortage of references on this famous aircraft. For completion of this model I used S. Kuznetsov's 'The First Yak' book published by Polygon. This book provides an excellent set of photographs of various machines as well as an abundance of line drawings in 1/48th scale. The articles in 'Aviatsia i Vremia' magazine (Issues 4 and 5, 1995) were my other great source on the aircraft. The magazine published drawings of all modifications of the Yak-1 in 1/72nd scale, which I found very useful.

The book with its focus on details provided great help in that respect, while the Aviatsia i Vremia drawings were used to check the general outline and dimensions.

## The Kit

The parts come on three sprues, plus a separate sprue of clear parts. The main parts are moulded in very soft white plastic. The producers honestly state that this is a short-run kit, thus the thickness of the joints and sprues themselves does not come as the surprise. Some minor flash is present, but nothing really drastic or too annoying. Overall there are 73 parts, which is quite impressive for the size of the model. The panel lines are recessed and very fine and crisp on the wings and somewhat less pronounced on the fuselage. The middle section of the fuselage that was made of metal on the real aircraft is slightly raised and this produces a very realistic effect on the completed model. In my opinion, the imitation of the canvas-covered flying surfaces and the rear portion of the fuselage did not get the same attention from the producer but this is not of such great importance in this scale.

The clear parts are a bit too thick but transparent enough. Theoretically, the three-part

arrangement of the canopy would provide you with an option to build the model with the hood swept back. But as the parts (and especially the middle section) are too thick, I would advise building it in the closed position or, as in my case, replace the middle section with the plug-moulded part. To make the middle section for my model, I used the kit's part as the template plug and it worked out very well.

## Instructions

An A4 size sheet folded into four pages. The first page provides the parts location guide and the text on the history of the aircraft in Russian. I can console those readers, who do not read Russian: there is no useful information in the text! Just a few sentences on the technical characteristics of the aircraft (and not without some glaring errors). The only useful piece of data is actually printed outside of the main body of the text and tells you that the model was created on the basis of the 1942 'Yak-1 Technical Manual'. This sentence helped a lot in the further research on the type.

The construction guide occupies the next two pages and is rather clear. Nine stages of construction are proposed with an additional two that are unnumbered for some incomprehensible reason. The only problem may occur with the interpretation of where to put the compressed air tank (parts 60 and 61) ironically shown at one of the unnumbered stages. To me it looked exactly like a launching external compressed air tank and painted blue it would provide a very useful part of a diorama with the completed model. Alternatively, one can just ignore this part altogether.

The fourth page provides the colour guide. Three variants are proposed: two in summer and one in winter schemes. The planforms though are given for only one of the two summer variants. More on the colour variants will be said below in the Colour Options section. The painting guide and instructions throughout give references to Humbrol paints, which is very useful if you use that range.

## Construction

Construction begins with building the cockpit. And there is enough to build there! Unlike some other producers who leave this area to the care of the cottage industry, A-Model goes to great lengths detailing the interiors of their latest kits, this one included. Pretty much everything present on the real machine is provided in plastic. A-model even tried to mould the gun reloading handles sticking out of the front control panel. Too bad they are a bit

too thick for scale, so I opted to make my own from stretched sprue. The instructions suggest using a grey colour (Humbrol 31) for the cockpit interior. I had strong doubts about this choice, as I do not think that during the rush of wartime construction at the plant where the airframe was built anyone would go to such lengths as spraying the cockpit with some specialised colour. For this aircraft the metal primer colour would be more appropriate and Humbrol 78 seems to be a better choice. Some care and dry fitting will be required if you intend to add everything provided in the kit. The amount of detail makes it possible to build a nice looking cockpit even without using photo-etched parts. The only two additions I would suggest are the safety harness for the seat and two cranks on each side of the cockpit (and those can be made of thin copper wire).

Before you put the fuselage halves together the instructions suggest you glue the exhausts from the inside of them. If you decide to follow the instruction, you will need to thin down the walls of the fuselage, to make sure the exhausts actually stick out to the outside (and that was what I did!). Alternatively, there is an easier option: cut off the exhausts from their bases and glue them in from the outside. Too bad this simple idea occurred to me sometime after I started painting the model! I would have saved quite a bit of time there.

If you've dry fitted everything thoroughly enough the fuselage should not pose any major problems. Now, after you've glued the halves together, it is time to decide which variant of mid-production Yak-1 you want to build. Remember that nothing is simple about VVS aircraft! The Yak-1 in its mid-production image was produced at two aviation plants Nos.292 and 301. The majority of them were produced at Plant 292 with Plant 301 producing a marginal number of slightly different fighters (only about 95 machines by the end of 1941). The problem with this kit is that it allows you to build both of the variants with slight modifications. Looking closer at the drawings, I decided that it is easier to build the model of a machine produced by Plant 292 out this kit. It is also much

more likely that the aircraft represented in the colour options were produced at Plant 292. The necessary corrections to the front part of the fuselage will include cutting a narrow air intake above the oil radiator and drilling through another intake on the port side in line with the previous one.

The wing assembly is easy and poses no problems at all. A-Model suggest that the trailing edge of the wings should be thinned, and it is an absolute must! I was impressed with the quality of detail in the main wheel wells and slightly disappointed with the rendition of the radiator grills. On my sample, there were no grills at all! The problem though is easily resolved by replacing the kit's parts with thin wire mesh, or other suitable material.

The rest of the assembly went without a glitch. I did not even have the usual problems of the joint at the wing root (maybe due to the careful dry fitting and sanding). Some small amounts of putty were applied here and there, but nothing really troublesome.

## Colour Options

Three options are provided two green and black machines and one with a winter scheme:

- The aircraft of the female pilot of 73 IAP (fighter regiment), a Heroine of the Battle of Stalingrad, Liddia Litwak, 'Yellow 44'. This option has been included in every Yak-1 model kit I have ever seen!

- Yak-1 of a pilot of 183 IAP, M. Baranov, HSU (Hero of the Soviet Union), undoubtedly one of the most famous pilots flying this type. In one battle in Summer 1942 he faced 25 Bf 109Fs in a dog fight and managed to shoot down three of them!

Definitely a very appealing and unusual option, but you must keep in mind a number of problems you will face, if you choose to build this variant. First of all, the planform of camouflage scheme provided on the instruction sheet is suitable only for the aircraft flown by Mrs. Litwak. Baranov's machine bore a different version of the upper surface camouflage and you will have to do your own research (or alternatively take it from picture #1). I recreated the scheme in accordance with the





one published in *Aviatsia i Vremia*. Secondly, and strangely enough, A-model provides the decal only for the port side of the fuselage, with graffiti 'Smert' Fashistam' and white star kill marks on it (Picture #2). For the starboard side, A-Model just gives the tactical number and the white-bordered star. Photographs of this machine confirm that the same kill markings were used on the other side of the fuselage along with the graffiti 'Groza Fashistov M.D. Barabov' (picture 3). The kill marks on my model were scrounged from the decals spare box, but in order to replicate the white inscription one has to have the right photographs and know the basics of Cyrillic calligraphy. I made the inscription on this model with a sharpened cocktail stick.

• The third variant is a generic white-over-blue winter scheme. The tactical number provided by

A-Model is 'Red 26'. No information on the regiment or pilot who could have flown the machine is given. BORING! But do not despair! With a simple replacement of 'Red 26' with 'Red 23' (raid your spares!) you can build the aircraft of B.N. Yeregin of the 296 IAP in the Winter of 1942. The aircraft was based at Brigadirovka airfield (north of Izum) and was equipped with skis. The skis, by the way, are also provided in the kit.

#### Decals

The decals went on the gloss surface without any problems and reacted well to the usual decal solutions. The stencils are also provided and are printed finely enough to be readable. I found though that the carrier film in some parts was not flexible enough. Due to the latter and the problems with the choice of colour

options I would rate the decal at: Decal Rating = 7/10.

#### Accuracy

When compared to the drawings in the *Aviatsia i Vremia* magazine, the finished model does render the look of the original very well both in profile and planform. When measured, the length of the model is spot-on at 118mm (according to my references the length of the real aircraft is 8.48 meters). Perfect! The wing span looks 1mm long at 139mm as opposed to 138 mm (the scaled down 10 meters of the real aircraft). Well within the acceptable limits (and my measurements might not be entirely correct!). A-Model can be proud of themselves with the accuracy of this kit!

#### Conclusion/Recommendation

The kit builds into a great looking

model. Despite some challenges, I really enjoyed building it, and the efforts one has to make fighting with the shortcomings of low-pressure injection moulded kits and some minor details missed by the producers pay out in full with a model of a great looking classic Yakovlev machine. I would gladly recommend this kit to the more experienced modellers and can not imagine a WWII VVS fighter collection without this aircraft. Now, it is the turn of the after-market producers to supply us with decals and maybe photo-etched details for the flaps and other minor things. What's next A-Model? Yak-1M... Please!

My great thanks to A-Model who provided the kit for this review.

*K. Malinowski*



## LTV A-7E Corsair II

#### Technical Data

Scale: 1/72nd
Kit No: 1224
Price: £5.99
Origin: Esici (Italy)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 90 (Grey), Clear 2
Decal Options: 4
Manufacturer: Italeri S.P.A.
UK Importer: The Hobby Company Ltd.



#### The Kit

Presented in one of Italeri's new style blue end-opening boxes, this kit consists of five sprues of light grey plastic parts with neatly engraved panel lines and details, clear parts and a very nice decal sheet. Some small amounts of flash and moulding lines are present on some of the parts, which have to be removed before assembly, overall a nice little package.

#### Instructions

The fold-out instruction sheet gives a brief multi-lingual type history and technical details, parts map and eleven pictorial assembly diagrams, colour and decal placement diagrams for the four options offered. Further colour details can be found on the bottom of the box where two full colour profiles are printed together with Model Master paint references. FS colour references are also given throughout the instruction sheet.

#### Construction

Construction of this kit is fairly straightforward beginning with the

cockpit area which consists of an ejection seat with seat belt decals, which is a nice touch in this scale, and cockpit tub with instrument panel for which decals are also provided. The use of decals in this area is quite acceptable in this scale and quite effective.

Moving on, before joining the fuselage halves, drill out the necessary holes as indicated on the instruction sheet and add some weight to the nose, about 10g should do it. After the fuselage and wings have been joined a small amount of filler was necessary to smooth out the joints.

I would like to have seen a wing fold option included in this kit for those who like to display their aircraft with their wings folded but I am sure someone will soon offer a brass accessory set. From here the rest of the constructions was fairly straightforward and it was soon time to choose which colour option to use and which under-wing stores to use

from the selection of bombs, drop tanks and missiles included. A final nice touch was the FOD guard provided for the air intake, not something normally included in kits like this.

#### Accuracy

The finished model has a wingspan of 16.4cm. which scales up to 11.8m, which compares well to the 11.8m wingspan quoted in Collins Combat Aircraft and the length of 18.8cm. which scales up to 13.54m is a little short of the 14.06m quoted. Overall a little short on length according to my measuring, but still capturing the look of this distinctive little aircraft.

#### Colour Options

Four options are offered, three in Gull Grey and white with very colourful US Navy markings for

- 1. VA93 'Blue Razors'
- 2. VA87 'Golden Warriors'
- 3. VA147 'Argonauts'

and one in overall Dark Gull Grey

with toned-down markings for VA86 'Sidewinders'. I chose to model this last option using the nearest Humbrol equivalent I could find to the Model Master colours referred to on the instruction sheet.

#### Decals

The decals were very well printed with excellent register and colour density. They were very easy to use over a coat of Humbrol Gloss Cote. Decal Rating = 9/10.

#### Conclusion/Recommendation

A very nice kit of this pugnacious little aircraft that should appeal to modellers of all skill levels, easy enough for the beginner to get a good result but leaving enough scope for added detail for the more advanced modeller. This kit gets my highest recommendation.

My thanks to The Hobby Company Ltd for the review sample.

*Michael Cook*





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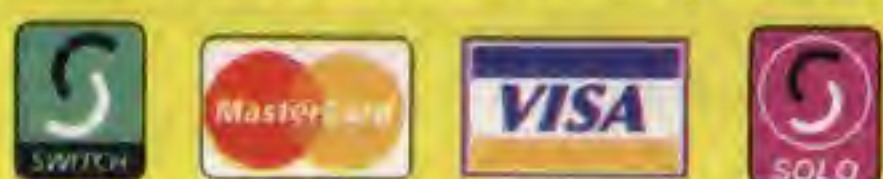
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# Douglas O-2H

## Technical Data

Scale: 1/72nd
Kit No: 72-015
Price: £19.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 68
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Aeroclub



## The Kit

Pleasing artwork adorns a convenient solid tray-type box containing the myriad parts in resealable polythene bags together with decals and instructions.

The overall impression of top quality is confirmed by simple examination of the components all attached to their respective moulding cores. The fuselage is a moulding of particular finesse with as much attention lavished by the tool maker on the inner cockpit detail as on the more visible external detail. When painted and joined up the fuselage skin is so thin that the cockpit colour shows through to the outside!

## Instructions

One page carries a very useful three-view scale line drawing (unfortunately without true strut length data) whilst the other carries essential exploded construction schematics, painting instructions, brief type history and data. They are minimal, clear, well presented and just enough to get the job done without fuss.

As a plus the small piece of 'perspex' provided with the kit for the pilot's windscreen is supported by a curious shape on one of the instruction pages.

It turns out that the plan drawing is a split upper and lower view obscuring the quaint, but practical windscreen joggled to accommodate the 'Aldis' type sight for the pilot's fixed forward-firing machine gun, conveniently in front of his right eye.

## Construction

Once the mould cores are removed using a razor saw and the edges and mating surfaces faced over a flat sheet of emery paper, the kit has the fit of the best styrene injection counterpart.

The build proper starts with painting the fuselage cockpit area: cockpit floor, joy stick, instrument panel and seats. Six spare magazines for the observer's gun are also provided. With the relevant bits

installed in one half the fuselage may be joined up by running thin superglue into the join by capillary action. After relatively light sanding along the seam of this join the lower mainplanes were offered up to the fuselage where lugs at the root of the flying surfaces mate into sockets on the wing stubs to check alignment. Any small discrepancy can be dealt with by reaming out the relevant sockets to give necessary adjustment before fixing into position. The correct dihedral was achieved by cutting a chord-wise strip of scrap and gluing it to graph paper pinned to a board, using the plan to determine the correct distance from the fuselage centre line previously marked on the graph paper. Small quantities of relatively slow-curing

brush paint the fuselage with Humbrol gloss blue (No 14).

Next the decals were applied.

I had intended to use the resin interplane and cabane struts supplied which seemed fine enough. The odd distorted component was easily straightened using the boiling water technique detailed in the instructions, but I, being very heavy handed, resorted to brass Strutz as supplied by Aeroclub.

And so to attaching the upper mainplane. One would think that the brass struts cut to the length of the resin parts would fit? Wrong. The interplane struts proved far too long and caused an excessive wing gap. Here the lack of true strut length data proved a pain. Their lengths had to be deduced by trial and some



thick superglue were then applied to the mating surfaces, which were attached with the fuselage aligned with the datum while the wing rested on the chord-wise scrap of plastic. A similar method was used to attach the upper wing outer panels to the centre section.

It's worth noting here that the plans show that both upper and lower wings have straight leading edges and this is apparently supported by other references. However the lower wings took a set with a very slight but noticeable sweepback. I chose to stay with the sweepback to speed construction, suspecting that shaving the fuselage lower wing roots towards the leading edge would eliminate the sweep-back with relatively little drama.

Once the lower mainplane was fitted the stabiliser and tailplane were attached using mark one eyeball for alignment.

The opportunity was taken at this stage to spray paint the flying surfaces with Model Master acrylic (E0671 and sadly no longer available) and

error. By this time I had used a twist drill to deepen the shallow strut sockets in the wings to accept pins about 1/32in long. The final version interplane struts were cut 1/16in too long and a needle file used to notch back from the trailing edge to produce a lug to fit the socket. The bottom lugs were dipped in slow-drying superglue and inserted into the upper surface of the lower wing at approximately the correct angles, and the top wing then dry fitted (with some difficulty to achieve alignment over graph paper) using various tins and bottles as makeshift jigs to keep the assembly true.

Further trial and error, using the same M.O., established the fit and rig of the cabane struts and the top wing was finally fixed after applying super glue blobs to the socket holes with an applicator.

The usual rough handling during the above damaged the decals, which I had omitted to varnish. Worse things happen at sea I suppose.

After that, down hill all the way with the illustration the end result.

## Colour options

Only one as depicted for U.S Army Air Corps aircraft '8' of the 91st Observation Squadron in 1930 is given. The Web and various book references are, however a ready source of variations on the theme for the 140 of the type produced for the Army and the National Guard

## Accuracy

With very minor reservations about wing geometry mentioned above this model scales out well and looks the part to a 'T'.

## Decals

Good, but will not stand over-handling, especially if not sealed with varnish!

Decal Rating = 9/10.

## Conclusion/Recommendation

Highly recommended to the confident modeller. This is a charming kit of really excellent quality that is a joy to build and display.

Ardpol have begun to mine a long neglected seam with their expanding range of colourful and significant inter-war American aeroplanes and are to be applauded for their initiative.

This kit has been out some time so don't delay that purchase any longer!

Ardpol may consider making their products more 'user friendly' by including both true strut lengths in their instructions and templates for alignment jigs (or perhaps an entrepreneur may see a profitable opening for die-cut cardboard disposable jigs?).

Sincere thanks to Ardpol for the review sample.

*Simon Snape*



# Rumpler C.I [German Version]



## Technical Data

Scale: 1/72nd	Kit No: A72
Price: £21.50	Panel Lines: Recessed ✓
Status: New Tooling ✓	Production: Limited
Type: Resin	Components: Resin 46
Decal Options: 1	
Manufacturer: Choroszy-Modelbud	
Obtain in UK via: Contact Aeroclub for price and availability	



## The Kit

This kit of the Rumpler C.I comes in a thin card box with a lift-off lid, having a printed illustration of the type on the front.

Inside we find four bags of well cast cream-coloured resin parts, some with a little flash, but all containing good levels of detail.

Some of the mating surfaces are quite rough and will need sanding to allow proper assembly.

## Instructions

The instructions are in the familiar A5 booklet format, with a brief history on the cover, exploded assembly diagrams, and a nice set of technical drawings. There is a very basic colour diagram, but no manufacturers are recommended.

## Construction

The construction begins with the cockpit in the usual fashion. The cockpit is very sparse, but well done, with nice sidewall detail that will

benefit from careful drybrushing to bring it all out. The one-piece engine is very well moulded, but as always, this will mostly be covered up by the fuselage! Despite this, it looks very nice after a coat of gunmetal and a wash of black ink. Once secured in place in front of the cockpit assembly, the fuselage halves can be closed and fixed with cyano glue.

The lower wings come next, and thankfully these have locating pins to help you with the correct positioning. The tail surfaces can now be added together with the upper wing supports which also have locating pins. There is a simple three-piece undercarriage to be added next (leaving the wheels off to help with painting), and finally the two-piece upper wing can be joined and left to one side to be added later. I find it easier to paint smaller items such as guns, propellers and exhaust pipes separately, and then add them later after the main painting is finished.

Once you are happy with the fit of the parts, the whole plane can be undercoated with grey primer.

The upper decking around the cockpits and the engine surrounds will need to be masked at this stage as they will be kept grey, the rest of the plane then being sprayed tan to represent doped linen. The undercarriage, wheel centres and wing supports can now be painted dark grey and the upper wing and radiator attached.

All that remains now is to add the smaller items such as exhaust, propeller and guns and some fine thread for bracing wires, and the build is complete!

## Colour Options

There is only one colour scheme given for this aircraft and that is for doped linen fabric with grey engine panels and upper decking.

## Decals

The decals in this kit are excellent. They are well

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printed and have good colour density. German national markings are given together with two different codes. The decals settle down perfectly under a coat of Johnsons Klear with no silvering. Decal Rating = 10/10.

### Accuracy

The model seems fairly accurate, scaling up at about 25ft long by 37ft span, and looks in proportion.

### Conclusion/Recommendation

Once again we have another great kit from this manufacturer. The fit of the parts was excellent and there was no need for any filler. I had a little trouble removing some of the smaller parts from their casting blocks, but other than that the build was quite simple. Thoroughly recommended to those with resin kit experience.

My thanks to Choroszy Modelbud for the review sample.

*Wayne Harrie*



## Curtiss P-40K/Kittyhawk Mk III

### Technical Data

Scale: 1/72nd  
Kit No: 0875  
Price: £3.99  
Origin: Vista (Poland)  
Panel Lines: Recessed ✓  
Status: Reissue ✓  
Type: Injection Moulded Plastic  
Components: Plastic 39 (Grey), Clear 1  
Decal Options: 3(RAF, USAAF & USSR)  
Manufacturer: SMER  
UK Importer: Pocketbond Ltd



### Kit

I feel that I have seen this kit before somewhere but the name of the producer escapes me. (Vista originally issued it, but Revell have also packaged it - Ed). Anyhow, the kit has some rather nice surface detailing and the rivet detail is of the recessed style. The general feel and quality of the mouldings is good but reminds me of a certain brand of kits that date back to the 60s, particularly the way the wheels and undercarriage legs are portrayed. The cockpit detail is also a bit vintage looking. The under-fuselage stores comprise the usual fuel tank and a bomb. Both have incorrect mounting points and are best replaced. Finally the transparent parts are nice and clear but thick and suffer from rather heavy frame lines.

### Instructions

The instruction sheet is of the fold-out leaflet type and is typical of

those from the Czech Republic; it covers the type's history, technical specs, painting guide and a twelve-stage assembly guide that resembles those that Frog used to supply. The last two pages give two of the three colour schemes of which the third is shown on the back of the quite colourful box. Basically all the diagrams are clear and easy to follow enabling one to build the model without too much difficulty. Humbrol paints are quoted and relevant paint mix ratios.

### Construction

Assembling this model is quite simple. I managed to complete the kit in an evening including the painting of the cockpit. The painting of the main scheme and decalling was completed the next evening. I

know this sounds as if I rushed it but it wasn't the case. I took it easy and found myself sailing through the assembly and carrying out all the cleaning-up process along the way! In general, only a small amount of preparation was necessary allowing the parts to fit well. Filler was only used in a couple of areas and in very small quantities. Of particular note, the wing trailing edges are nice and sharp, as are those of the tailplanes and rudder. From the three options I chose to model the P-40K-5 in the Desert Pink topsides and Neutral Grey (or is it Azure Blue?) under surfaces. Among my range of paints I came across an old tin of Humbrol Desert Sand (250) to represent the Desert Pink that I think is really for the Gulf War period but looks OK on this model. The dried paint was

then sealed with a coat of Klear in preparation for the decals and a final matt coat.

### Accuracy

Now for the nitty gritty. Overall, the length and wing span are pretty much OK when aligned with a good set of drawings. The general outline shape is good too with a few exceptions. To start with, the underside of the wing tips' upward curve is absent, the planform of the wingtips, tailplanes and rudder are all suspect and need a little re-shaping, the length of the windshield portion of the canopy is a bit suspect too. The fin shape got me to study it closely as it is here that the K model is made more distinctive than the others. After comparing photos and drawings to the kit version of the





fin/rudder, I could see what was wrong. The extended leading edge of the fin is just a bit too shallow and the rudder trailing edge too rounded, making it look strange and too long. In addition to this the leading panel line should not be there and that adds to the errors. Talking of panel lines, there appears to be another hatch on the starboard side of the fuselage that should not be there. All of the above problems can be easily rectified by experienced modellers so don't be too put off! There are other areas that can also improve the model such as replacing all the undercarriage and doors, adding a better cockpit interior, refining the radiator intake and propeller blades but leaving the spinner as it has a good shape to it.

### Colour Options

I mentioned earlier that three options are included in the kit and these are:

- 1. P-40K-5 of the 64th.FS, 57th.FG the 'Black Scorpions' code 1-1 operating in Tunis, 1943. The finish for this subject is, as mentioned above, Desert Pink and either Neutral Grey or Azure Blue undersides. (Can anyone confirm?)
- 2. Kittyhawk Mk III of No.112 Squadron serialled 42-45788 and coded GA-E at El Hamma in Tunisia also in 1943. Finish is the standard Western Desert scheme of Dark Earth and Mid Stone with Azure Blue undersides
- 3. Kittyhawk Mk III as flown by Nikolai F. Kuznetsov and coded 'White 23' of the 436 IAP, Northern Fleet Air Force circa 1943. This

aircraft is finished in Dark Green, Dark Earth and Sky with white kill markings over the fuselage red star.

### Decals

The decal sheet is produced by Propagteam for SMER and is of quite good quality. Registration is good as are the colour renditions with the exception of the red for the RAF option being a bit too bright. I had no problem using them with the usual brand of decal solvents and the result was a total lack of silvering that's excellent. Quite noticeable is the lack of carrier film to all the national markings making the task of trying to avoid silvering even easier. Only the code lettering and serial numbers have carrier film visible. Decal Rating = 8/10.

### Conclusion/Recommendation

This kit is probably ideal for the intermediate level modeller. But for those wanting to improve the model, it should be possible with the aid of some after market products and more time on their hands. Despite my comments regarding the kit's faults, I found it a pleasure to make and if I had the time, I would have made more of the improvements than I actually did. Of course if one wishes, one could always buy a more expensive oriental offering and modify said kit themselves.

My thanks to SMER for the review sample.

*Paul Jantski*

## RVHP Grumman AF-2W Guardian

### Technical Data

Scale: 1/72nd  
Kit No: 7299  
Price: £29.95  
Production: Limited  
Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Type: Resin, White-metal & Vac-formed Clear Plastic  
Decal Options: 1  
Manufacturer: RVHP  
Obtain in UK via: Hannants

### GRUMMAN AF-2W GUARDIAN

U.S. NAVY CARRIER ANTI-SUBMARINE AIRCRAFT  
BOLLURETAN RESIN KIT WITH NOVELLY AND WHITE METAL PARTS



### The Kit

This kit is presented in a nice oversized strong cardboard box with a hinged top, very useful to keep the kit in whilst building it. It comprises two large bags of resin parts and a small bag of white-metal components. The decal sheet and the very thin canopy, which had unfortunately been crushed by the weight of the resin parts rattling around in the box, complete the package.

The resin parts are very well moulded with just a few pinholes here and there and have some very well engraved surface details. The larger main parts have been moulded separately and the small detail parts are either contained on a thin skin of resin or else mounted on sticky paper, overall very well presented.

### Instructions

A single A4 folded sheet gives a type history, a single exploded-view assembly diagram and a scale diagram giving the main exterior colour references and decal placement details.

### Construction

Resin kit construction normally starts with cutting off pouring lugs and generally cleaning up, but with this kit construction can start almost straightaway as the main parts need very little or no preparation work at all. The long waste areas along the wing and tail leading edges were so thin they were easily snapped off and just a little sanding was necessary to clean these parts up.

So work can begin with the cockpit area that consists of a seat, instrument panel, floor and rear bulkhead. A little sanding is necessary here to get things to fit. No colour guidance is given for this area so I used a generic cockpit green and

black with a little dry brushing of silver to pick out the raised detail of the instrument panel and the side consoles.

The rest of the construction was quite simple. I sanded the fuselage mating surfaces slightly to remove the slight roughness, likewise with the wing roots and tail surfaces. The engine is very well moulded and painted dark grey with a silver drybrushing it looks very good indeed. It does need a bit of material removing around its circumference, as it is a rather tight fit in the cowl.

The radome had a few pinholes in it likewise the propeller but a bit of filler did the trick here.

Before too long it was time to

paint, using old but unopened tins of Humbrol Gloss Sea Blue and Radome Tan for the main colour scheme whilst leaving the white metal undercarriage parts in their natural metal state. Being gloss already I applied the decals to the model without using a varnish coat and they worked very well indeed. A final spray of satin varnish toned down the very glossy paintwork to a more accurate sheen. The final touch was to carefully reshape, as it had been crushed, and then cut out and attach the very thin canopy. Great care is needed here because only one is supplied and it is very delicate. A large, colourful and heavy model resulted.





## Accuracy

I was unable to find any dimensional data for the AF-2W version of the Guardian so I am unable to comment on the accuracy of this kit but the finished kit looked quite nice regardless.

(Span should be 60ft 8in (18.49m) and length 43ft 4in (13.21m) going by figures I have in my references - Ed)

## Colour Options

One colour option is given for a Glossy Sea Blue aircraft from US Navy squadron VS-37 in 1955.

## Decals

The decals are well printed, thin and very easy to use and to my surprise the white areas retained their whiteness even over the dark blue

paint used on this kit.  
Decal Rating = 9/10.

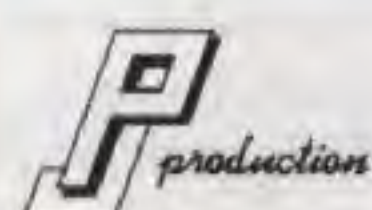
## Conclusion/Recommendation

A very nice kit of an unusual subject, easy to build and as such would make an ideal first resin kit for a modeller looking to move beyond injection moulded plastic kits. The more experienced could really go to

town detailing this kit and maybe folding the wings as well. Highly recommended to all.

My thanks to Hannants for the review sample.

*Michael Cook*



# Dassault Mirage IIIBE/D2Z

## Technical Data

Scale: 1/72nd  
Kit No: 721018  
Price: £29.95  
Panel Lines: Recessed ✓  
Status: New Tooling ✓  
Production: Limited  
Type: Resin, White-Metal, Etched Brass & Vac-formed Clear Plastic  
Parts: Resin 42, Metal 12, Etched 26, Clear 2  
Decal Options: 2 (French AF & SAAF)  
Manufacturer: PJ Productions  
UK Distributor: Hannants



## The Kit

The kit comes in a flimsy, end-opening box with a colour photo of the completed kit on the top. Inside you will find forty-two very high quality resin pieces for the main fuselage and cockpit, two vac-formed canopies, twelve white-metal pieces for the wheels/undercarriage, two etched frets containing the smaller items such as aerials, jet pipe details and two access ladders. The quality of all the parts has to be seen to be believed, fine recessed panel lines throughout, very well detailed cockpit, everything about this kit screams quality.

## Instructions

One A4 sheet contains seven clear construction diagrams, while another contains two sets of four-view paint

and decalling diagrams for the two colour options

## Construction

For once, this does not start with the cockpit. Firstly, you must join the fuselage halves. Now this is my only gripe about the whole kit. The fuselage is split vertically, but the nose wheel bay and cockpit tub are moulded into each half, so when you join the halves together you will need to fix a join line down the middle of these two areas. Not impossible, but a real test of your patience. Take your time when aligning the fuselage and the wings as time spent here will pay dividends later. You can get everything lined up easily, and if you do there will be less chance of sanding away any of that lovely detail. Take care when removing the mould plug from the resin jet pipe. I cut it off where the mould line was and inadvertently cut off the detail on the back of the 'can'. This then meant a quick and easy repair, and it isn't noticeable at all. The jet pipe can now be installed into the fuselage, but I decided to leave mine off until the end. The two different build versions require the choice of different tail fins. Now pay attention people. D2Z requires part 12 and BE requires part 13. This is correct on the instructions but on the mould tabs, they are marked the other way round. Warning given, let's do some more building. No matter how careful you are you will lose a few of the panel

lines, but 10 minutes with a pin in a pin vice will see that detail rescribed in. You will find with this kit that within a few hours you are ready for some paint. Yes seriously. Because the fuselage is built up without the cockpit and, as in my case, superglue is used for construction, you can just fly along. From the start of the build to primer going on, only three hours! Because of the delicate position of the etched aerials, I left these off until the very end. Before laying paint to resin I built up the under-wing tanks as these will be painted with the same colours as the main fuselage. The building of these just entails putting two etched-brass fins on both tanks. After painting and decalling is complete the final jobs are fitting the white-metal undercarriage (with weighted tyres), under-wing tanks, the various etched aerials, and the canopy, with its etched mirrors.

## Colour Options

The kit gives you the option of building a Mirage III D2Z of the South African Air Force Air Combat School circa 1975 or a French Air Force III BE Colmar 1990. I chose the French aircraft with its dark green/steel grey camouflage with aluminium undersides, for the simple reason that I had the correct colours to hand. I must admit a little artistic license with the camouflage, as I have given my chosen subject feathered edges on the camouflage pattern, and to be honest it is more

apparent than I had hoped for but you live and learn

## Decals

Very good indeed. Many of the decals are supplied as multi-part items, which means no problems with register, but just a little more work for you, the builder. I did have a reaction to Set and Sol, so most of the decals were applied without chemical help, but they settled down beautifully and with no silvering, so a good result there then.  
Decal Rating = 10/10.

## Accuracy

Not too bad at all. 29 scale mm too long and spot-on in span.

## Conclusion/Recommendation

This was my first multi-media kit, and I didn't find it difficult at all. As long as you have had some dealings with all the mediums incorporated within the kit you can just fly along. I actually found it easier than building an injection kit in some respects. The box warns that the kit is unsuitable for persons under 14, and in line with this, I would recommend this kit to older modellers wholeheartedly. PJ have given us a very well detailed, well thought-out kit and should be deservedly praised. I hope it sells by the bucket load.

Many thanks to PJ Productions for the review sample.

*Mark Chadbourne*







32 099 Fw-190D-9 interior set



32 100 Fw-190D-9 exterior set



32 101 Fw-190D-9 landing flaps



48 421 Su-25K Frogfoot exterior



48 416 Su-25K Frogfoot interior



48 443 Su-25K Frogfoot Armament set



48 442 Ar-234C-3 Blitz

**eduard**  
NEW RELEASES IN JULY 2003

## EDUARD PLASTIC KITS

8077 Sopwith Triplane (Eduard)  
6101 Boris Safonov (Eduard)

## PHOTOETCH 1/32

32 096 Sealbel RAF late  
32 097 AH-64A APACHE interior (Kangam)  
32 099 Fw-190D-9 interior set (Hasegawa)  
32 100 Fw-190D-9 exterior set (Hasegawa)  
32 101 Fw-190D-9 landing flaps (Hasegawa)  
32 102 BF-109G Aces and scribing templates (Hasegawa)

## PHOTOETCH 1/48

48 406 Wire stretchers & controlhorns  
48 416 Su-25K Frogfoot interior (Kopra)  
48 421 Su-25K Frogfoot exterior (Kopra)  
48 432 F-16 Eagle F.O.D. (Revell)  
48 442 Ar-234C-3 Blitz (Revell)  
48 443 Su-25K Frogfoot Armament set (Kopra)

## PHOTOETCH 1/72

72 416 BV 222 Antennas (Revell)

## COLOUR PHOTOETCH 1/72

73 199 BF-109G-4/7 (Tamiya)

## EXPRESS MASK 1/32

XL 048 F4F Wildcat (Trumpeter)  
XL 049 AH-64A Apache (Kangam)  
XL 050 Fw-190D (Hasegawa)  
XL 514 Fw-190D National Insignia (Hasegawa)  
XL 515 BF-109G Tree Camo Scheme (Hasegawa)

## EXPRESS MASK 1/48

XF 210 Su-7 (Kopra)  
XF 212 Ar-234C Blitz (Revell)  
XF 555 Ar-234C Camo Scheme (Hasegawa)  
XF 559 Mosquito 3 color Camo scheme  
XF 566 Blotch - Large mask - Wing size  
XF 567 Blotch - medium mask - Wing size  
XF 568 Blotch - small mask - Wing size

## EXPRESS MASK 1/72

XS232 Victor (Revell)  
XS560 Blotch - small mask - Wing size

UK SOURCES: H.G.HANNANTS LTD - Harbour Road, Oulton Broad, Lowestoft, Suffolk Nr32 3LZ / LSA MODELS - 151 Sackville Road, Hove, East Sussex, BN3 3HD

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# accessories

## CMK

This month we have received for review three new sets directly from this manufacturer.

### 1/72nd Scale

Subject: Aero L-39ZA Interior Set

Scale: 1/72nd

Product No.: 7083

Type: Detail Set

Designed for: Eduard kit

Price: £TBA

Includes: This is your standard interior set comprising a new resin cockpit tub, two ejection seats, sidewalls and instrument panels. On top of this the etched set offers instrument panel with acetate backing film, canopy sills and locks, ejection seat firing handles and a mass of antennae and handles. To show all this new detail off there is a replacement vac-formed canopy included.

Subject: Aero L-39ZA Armament Set

Scale: 1/72nd

Product No.: 7085

Type: Detail Set

Designed for: Eduard kit

Price: £TBA

Includes: This is all resin and offers open crew access steps, a revised exhaust outlet, exposed radio bay in the nose and the ventral machine guns. Really this is an exterior set, but there is already one of these available as set #7084!

### 1/48th Scale

Subject: Westland Lysander Mk III

Scale: 1/48th

Product No.: 4130

Type: Detail Set

Designed for: Eduard/Gavia kit

Price: £TBA

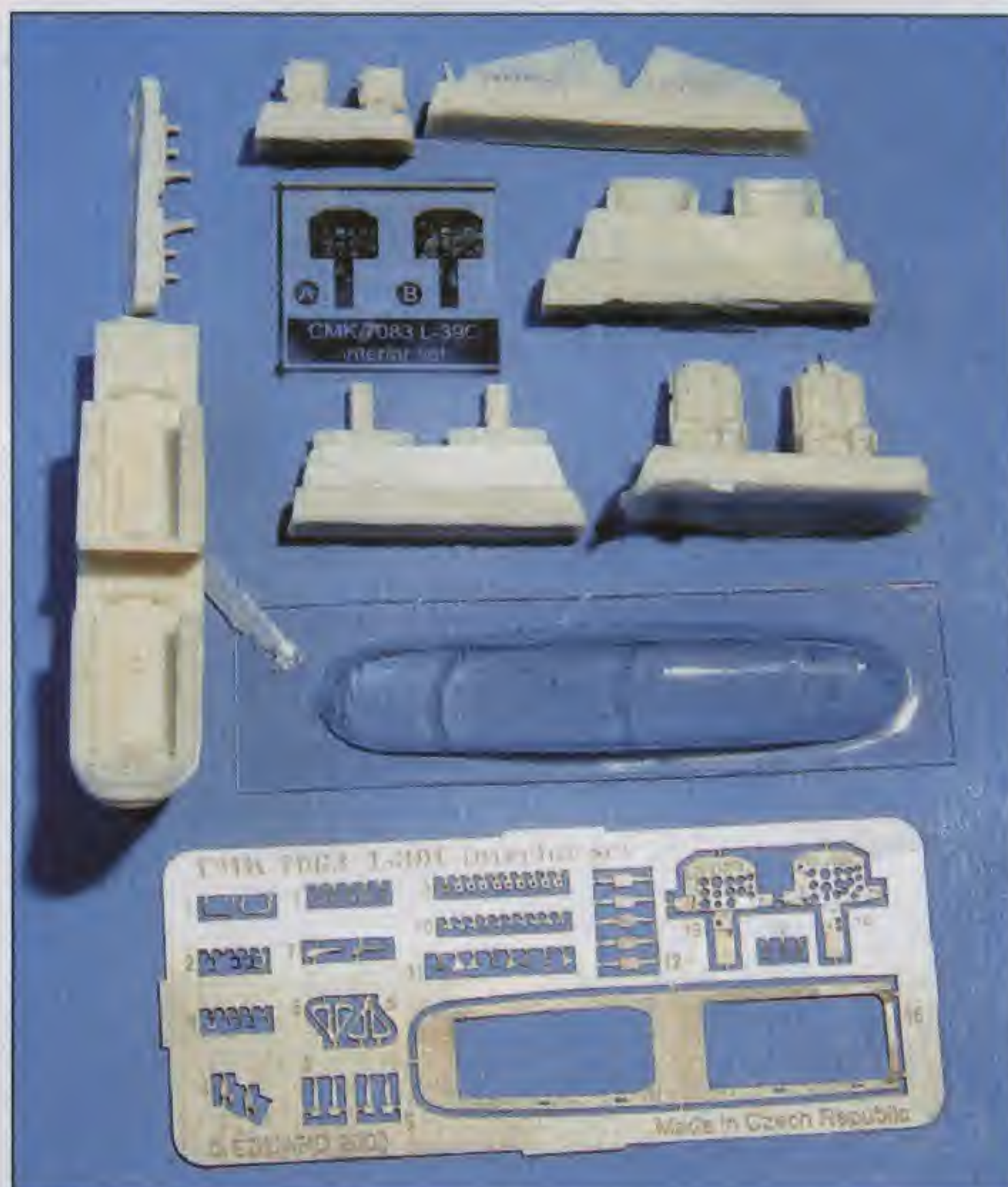
Includes: This set comprises resin and etched brass components. The resin parts include the leading edge slats, control surfaces, pilot's seat back and a complete engine. The etched fret includes the pilot's head armour, seat belts, engine cowl support bars and various control levers.

### Conclusion

All of these sets are produced to the high standard we have come to expect from CMK and can therefore be highly recommended to all. The only down point was in relation to the slat support brackets in the Lysander set which are very fragile and which in our example were nearly all destroyed.

Our thanks to CMK for the review sample. This range is available in the UK from Hannants.

Note: All items for this column are to be sent to:  
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF



7083 Aero L-39ZA Interior Set (Eduard) - CMK



4130 Westland Lysander Mk III (Eduard/Gavia) - CMK



7085 Aero L-39ZA Armament Set (Eduard) - CMK

## Pete's Hangar

A new resin update set from this Australian manufacturer has been sent directly to us for review this month.

### 1/72nd scale

Subject: E.E. Canberra Wing Tip Bomb Rack

Scale: 1/72nd

Product No.: PHR 72004

Type: Detail Set

Designed for: Any Canberra/B-57 kit

Price: £TBA (Aus\$9.95)

Includes: This set is designed for any Canberra or Martin B-57 kit and depicts the Mk 20 bomb racks carried by RAAF Canberras operating in the Vietnam War.

### Conclusion

A neat little set from Pete's Hangar and one that can be highly recommended to all.

Our thanks to Pete's Hangar for the review sample. UK modellers can obtain this range from Hannants.



PHR 72004 E.E. Canberra wing Tip Bomb Rack - Pete's Hangar



# Model Design Construction

It is always a pleasure to receive items for review from MDC, as we all know just how good they are going to be. This month sees a number of new items, none of which will disappoint!

## 1/32nd Scale

Subject: Fw 190D-9 Cockpit Set

Scale: 1/32nd

Product No.: CV32026

Type: Detail Set

Designed for: Hasegawa kits

Price: £16.00

Includes: This set comprises a new cockpit tub, seat, front bulkhead, rear decking, control column, rudder pedal assembly, upper coaming and instrument panel all in resin. The etched set offers rudder pedals, seat belts as both complete belts and buckles or just the buckles for the modeller to make the straps in foil. Also MDC have now included a set of instrument decals.

Subject: Fw 190D-9 Exhausts

Scale: 1/32nd

Product No.: CV32027

Type: Detail Set

Designed for: Hasegawa kits

Price: £3.50

Includes: Each stake is individually cast complete with the central seam line and a hollow 'exit'. The set also includes backing plates for you to correctly space these on the kit.

Subject: Fw 190D-9 Undercarriage Set

Scale: 1/32nd

Product No.: CV32028

Type: Detail Set

Designed for: Hasegawa kit

Price: £4.50

Includes: This set comprises both main wheels, plus the tailwheel with a separate yoke all in resin. The wheels are 'weighted' and are offered as direct replacements for the kit parts. The final items in this set are a couple of flexible rubber hoses.

Subject: Bf 109G/K Corrected Spinner

Scale: 1/32nd

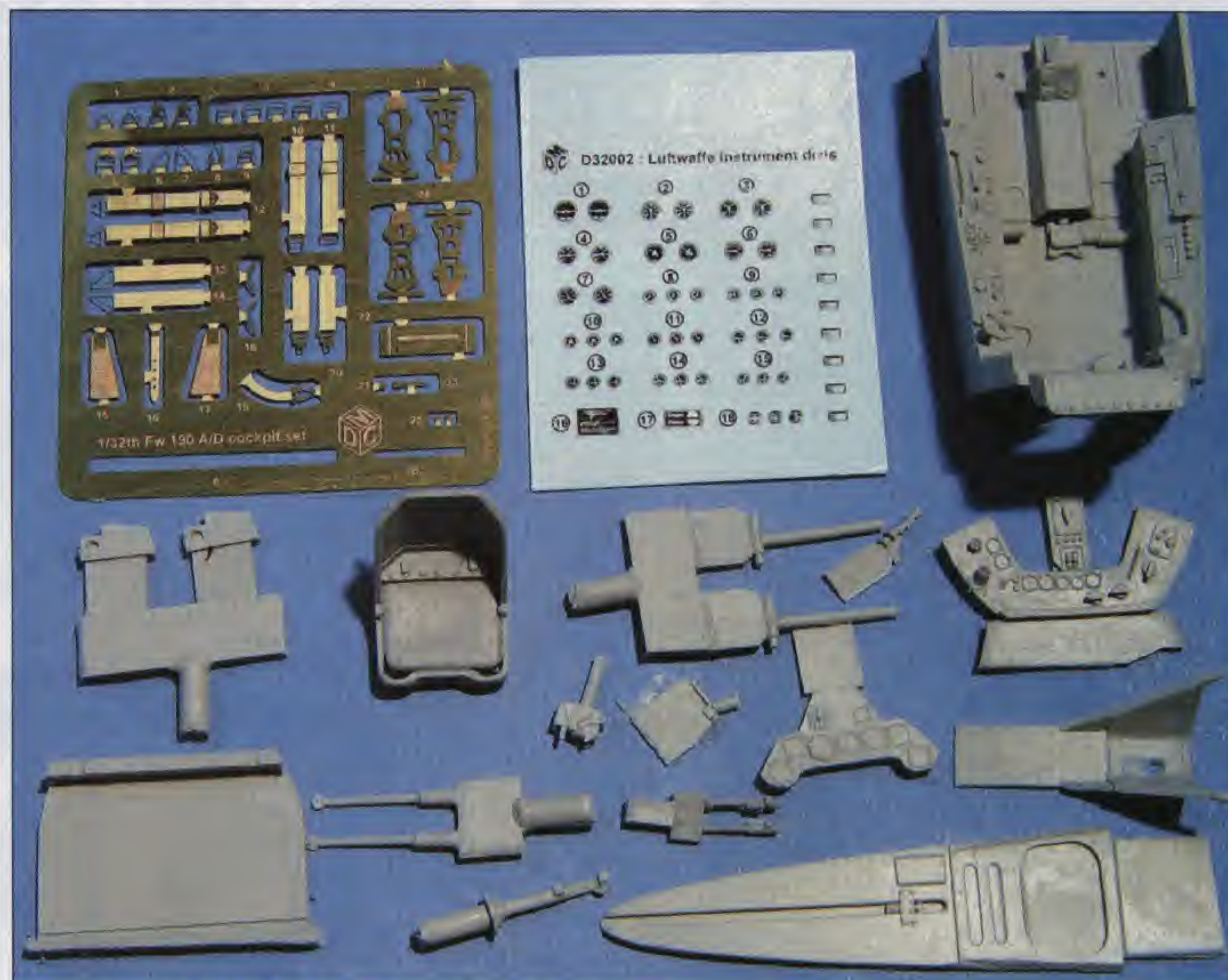
Product No.: CV32029

Type: Detail Set

Designed for: Hasegawa kits

Price: £2.50

Includes: The one area of the Hasegawa kit everyone knows is 'wrong' is the profile of the spinner. This replacement part from MDC overcomes this and the instructions show how the kit-supplied propeller blades will need to be modified to fit it via the supplied resin collars. The set also includes a sheet of decals that



CV32026 Fw 190D-9 Cockpit Set (Hasegawa) - Model Design Construction

include the maker's plates and the blade stencils. The latter items are supplied in styles suitable for the Bf 109F-0 to 2, F-4, F-4Z to G-14 (except G-10 and G-10AS) and G-10AS & K-4. Note that this replaces the previously released version (#CV32014).

## Conclusion

Another superb batch of accessories from MDC. They are all to the highest standard and can be most highly recommended to all.

My thanks to MDC for the review samples.



CV32027 Fw 190D-9 Exhausts (Hasegawa) - Model Design Construction



CV32029 Bf 109G/K Corrected Spinner (Hasegawa) - Model Design Construction



CV32028 Fw 190D-9 Undercarriage Set (Hasegawa) - Model Design Construction



# Mastery Miniatures

This is new a name in the UK and they produce white-metal figures. A selection of their initial batch of releases has been passed directly to us for review.

## 1/72nd Scale

Subject: RAF Pilot Scrambling + Parachute  
Product No.: 72001  
Price: £5.55

Subject: RAF Pilot & Ground Crew  
Product No.: 72002  
Price: £7.05

Subject: RAF Ground Crew (1)  
Product No.: 72003  
Price: £3.75

Subject: RAF Ground Crew (2)  
Product No.: 72004  
Price: £3.75

Subject: Luftwaffe Pilot (1)  
Product No.: 72005  
Price: £3.75

Subject: Luftwaffe Ground Crew (1)  
Product No.: 72006  
Price: £3.75

Subject: Luftwaffe Ground Crew (2)  
Product No.: 72007  
Price: £3.75



72001 RAF Pilot Scrambling + Parachute



72005 Luftwaffe Pilot (1)



72009 RAF On Patrol Set

Subject: RAF Scramble Set  
Product No.: 72008  
Price: £8.99

Subject: RAF On Patrol Set  
Product No.: 72009  
Price: £9.99

Subject: Luftwaffe On Patrol  
Product No.: 72010  
Price: £9.99

Subject: Adolf Galland  
Product No.: 72011  
Price: £3.75

Subject: Douglas Bader  
Product No.: 72011  
Price: £3.75

## 1/48th Scale

Subject: RAF Pilot Scrambling + Parachute  
Product No.: 48001  
Price: £5.55

Subject: RAF Pilot & Ground Crew  
Product No.: 48002  
Price: £7.05

Subject: RAF Ground Crew (1)  
Product No.: 48003  
Price: £3.75



72002 RAF Pilot & Ground Crew



72006 Luftwaffe Ground Crew (1)



72010 Luftwaffe On Patrol

Subject: RAF Ground Crew (2)  
Product No.: 48004  
Price: £3.75

Subject: Luftwaffe Pilot (1)  
Product No.: 48005  
Price: £3.75

Subject: Luftwaffe Ground Crew (1)  
Product No.: 48006  
Price: £3.75

Subject: Luftwaffe Ground Crew (2)  
Product No.: 48007  
Price: £3.75

Subject: Hans Joachim Marseille  
Product No.: 48008  
Price: £3.75

Subject: Douglas Bader  
Product No.: 48009  
Price: £3.75

Subject: US Navy Corsair Pilot  
Product No.: 48010  
Price: £3.75

Subject: USAAF P-51 Pilot  
Product No.: 48011  
Price: £3.75

Subject: Bf 109 Pilot  
Product No.: 48012  
Price: £3.75

Subject: Fw 190 Pilot  
Product No.: 48013  
Price: £3.75



72003 RAF Ground Crew (1)



72007 Luftwaffe Ground Crew (2)



72008 RAF Scramble Set

Subject: Spitfire Pilot  
Product No.: 48014  
Price: £3.75

Subject: RAF Scramble Set  
Product No.: 48015  
Price: £8.99

Subject: RAF On Patrol Set  
Product No.: 48016  
Price: £9.99

Subject: Luftwaffe On Patrol  
Product No.: 48017  
Price: £9.99

Subject: Adolf Galland  
Product No.: 48018  
Price: £3.75

## Conclusion

Each of these figures is well cast with no flash evident and detail is also very good.

This range is available in the UK via Hannants or in the USA via MMD/Squadron. Alternatively they can be purchased from the manufacturer, although a minimum order of £9.99 with P&P of £1.00 for the UK and £1.50 for Europe applies.



72004 RAF Ground Crew (2)



48001 RAF Pilot Scrambling + Parachute



48002 RAF Pilot & Ground Crew



48003 RAF Ground Crew (1)





48004 RAF Ground Crew (2)



48005 Luftwaffe Pilot (1)



48006 Luftwaffe Ground Crew (1)



48007 Luftwaffe Ground Crew (2)



48008 Hans Joachim Marseille



48011 USAAF P-51 Pilot



48010 US Navy Corsair Pilot



48009 Douglas Bader



48012 Bf 109 Pilot



48013 Fw 190 Pilot



48014 Spitfire Pilot



48015 RAF Scramble Set



48016 RAF On Patrol Set



48017 Luftwaffe On Patrol

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## Kits at War

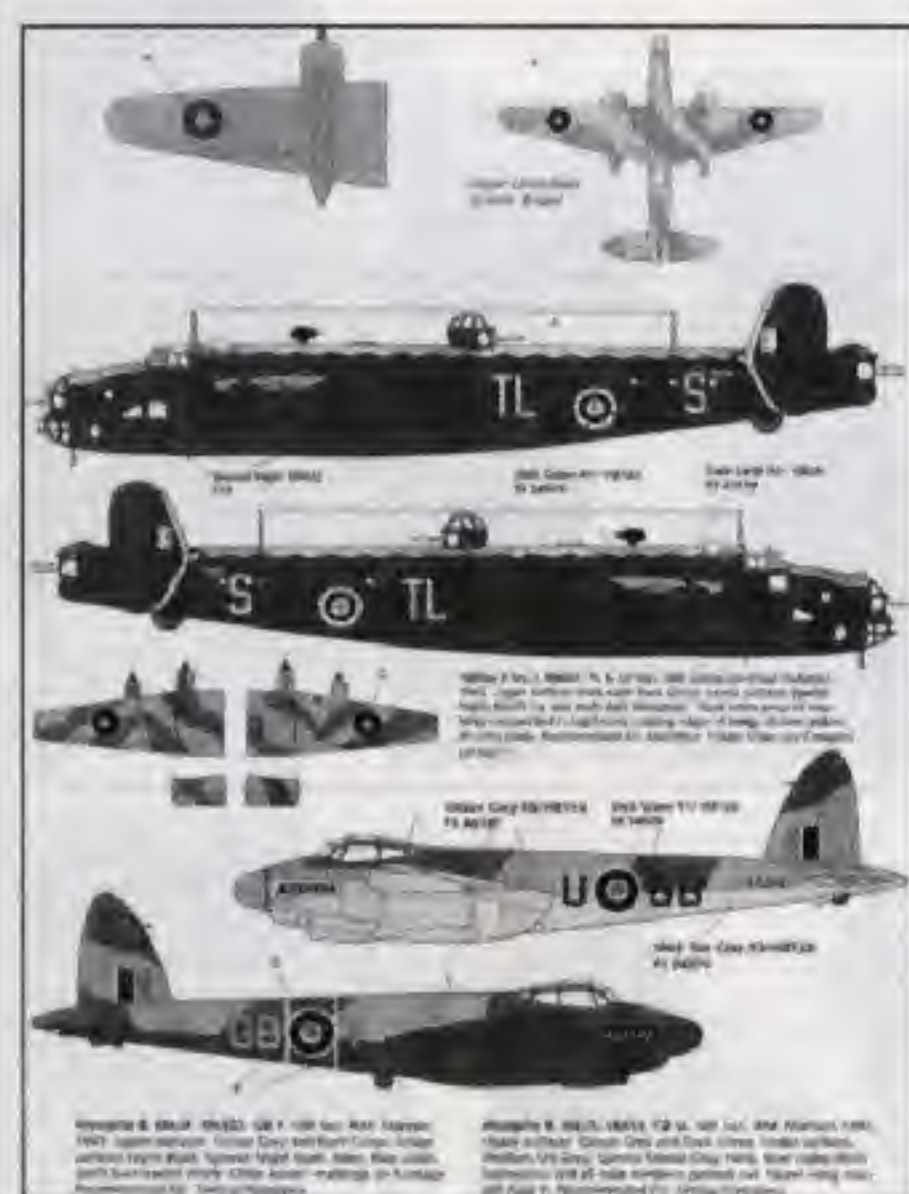
Three new sheets passed directly to us for review.

### 1/72nd Scale

#### K7/8 - RAF Bombers

- 1. Stirling Mk I, W7446, MG•S, No.7 Squadron, RAF Oakington, 1941
  - 2. Stirling Mk I, N6086, LS•F, No.15 Squadron, RAF Wyton, 1941.
  - 3. Stirling Mk I, 'East India III' R9295, OJ•G, No.149 Squadron, RAF Mildenhall, 1941.
  - 4. Stirling Mk I, N3669, LS•H, No.15 Squadron.
  - 5. Stirling Mk IV, KL117, V8•F, No.570 Squadron, RAF Revenhall, 1944 for Operation Market Garden
  - 6. H.P. Halifax Mk I, R9441, TL•S, No.35 Squadron, RAF Linton-on-Ouse, 1942
  - 7. Douglas Boston Mk III, Z2249, MQ•D, No.226 Squadron, RAF Swanton Morley, April 1942.
  - 8. Martin Baltimore Mk V, FW287, •A, No.55 Squadron, RAF Cecina, Italy, July 1944
  - 9. N.A. Mitchell Mk II, FL218, EV•W, No.180 Squadron, RAF Foulsham, July 1943.
  - 10. D.H. Mosquito B Mk XI, ML922, GB•Y, No.105 Squadron, RAF Marham, 1943.
  - 11. D.H. Mosquito B Mk XI, LR513, GB•U, No.105 Squadron, RAF Marham, 1943.
- #### K7/9 - RAF Fighters
- 1. Spitfire Mk I, K9795 of No.19 squadron, RAF Duxford, 1938.

- 2. Spitfire Mk I, K9797, No.19 Squadron, Duxford 1938.
- 3. Spitfire Mk I, K9987, RB•V, No.66 Squadron, RAF Upwood, 1939.
- 4. Spitfire Mk IIc, P8131, AQ•C, No.276 (ASR) Squadron, 1943.
- 5. Spitfire PR Mk IV, BR416, No.1 PRU, 1942
- 6. Hurricane Mk I, flown by Flt Lt Pete M. Brother, P2921, GZ•L, No.32 Squadron, RAF Biggin Hill/Hawkinge, July 1940.
- 7. Hurricane Mk IIb, BD348, JX•J of No.1 Squadron, RAF Tangmere, February 1942.
- 8. Hurricane Mk IIb, Z3971, SW•S. 'Samasthans II', No.235 Squadron, RAF Hibalstow.
- 9. Curtiss Tomahawk, Mk Ila, AH893, RM•D, No.25 Squadron, RAF



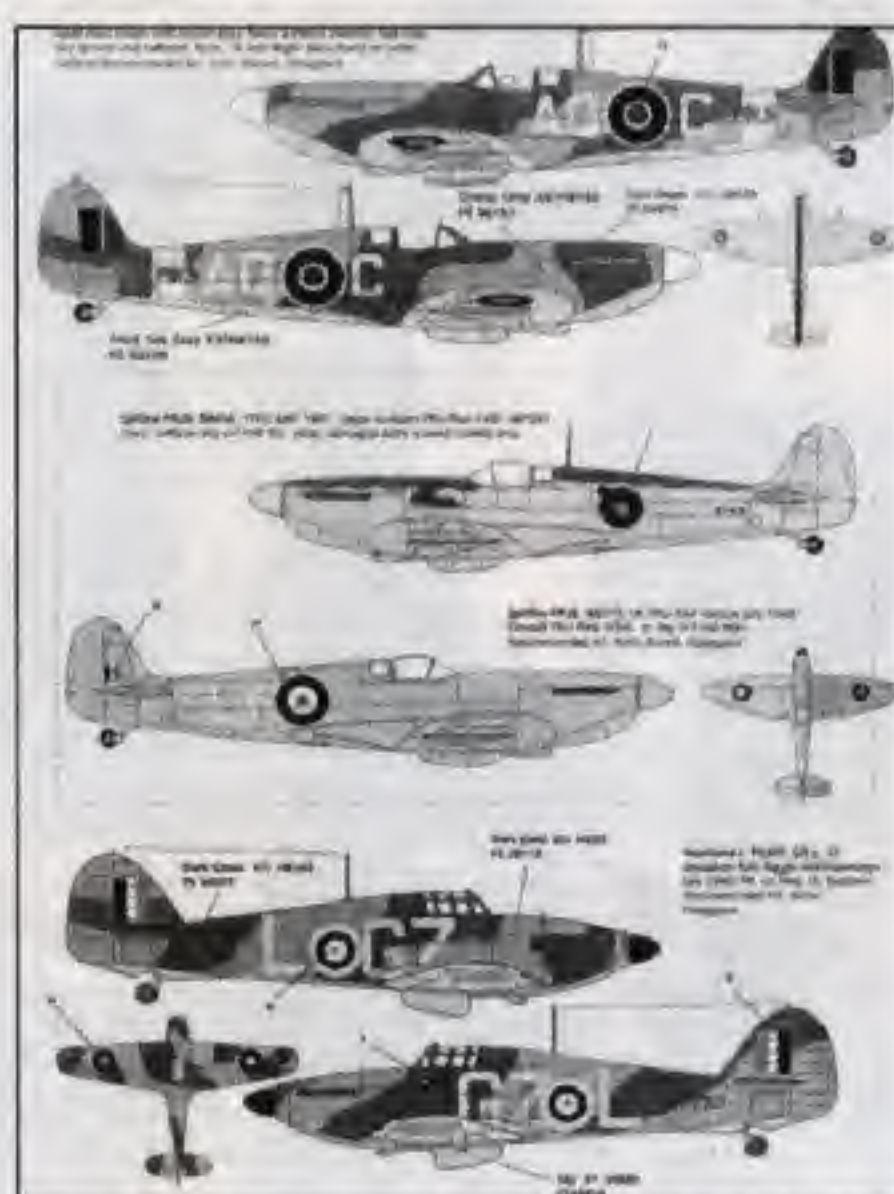
K7/8 RAF Bombers - Kits at War

- Gatwick, 1941.
- 10. B.P. Defiant NF Mk I, V3340, YD•D, No.255 Squadron, RAF Kilton-in-Lindsey, March 1941.
  - 11. N.A. Mustang Mk IV, KM272, QV•V, No.19 Squadron, RAF Acklington, 1945.
  - 12. N.A. Mustang Mk IV, KM163, AK•H, No.213 Wing, Italy, 1945.
  - 13. Hawker Tempest Mk II, PR533, 5R•V, No.33 Squadron, RAF Kuala Lumpur, 1949.

### 1/48th Scale

#### K4/8 - RAF Bombers

- 1. Bristol Blenheim Mk IV, •LY, PRU, RAF Benson.
- 2. Bristol Blenheim Mk IV, R3816, OM•J, No.107 Squadron, RAF Leuchars, March 1941.



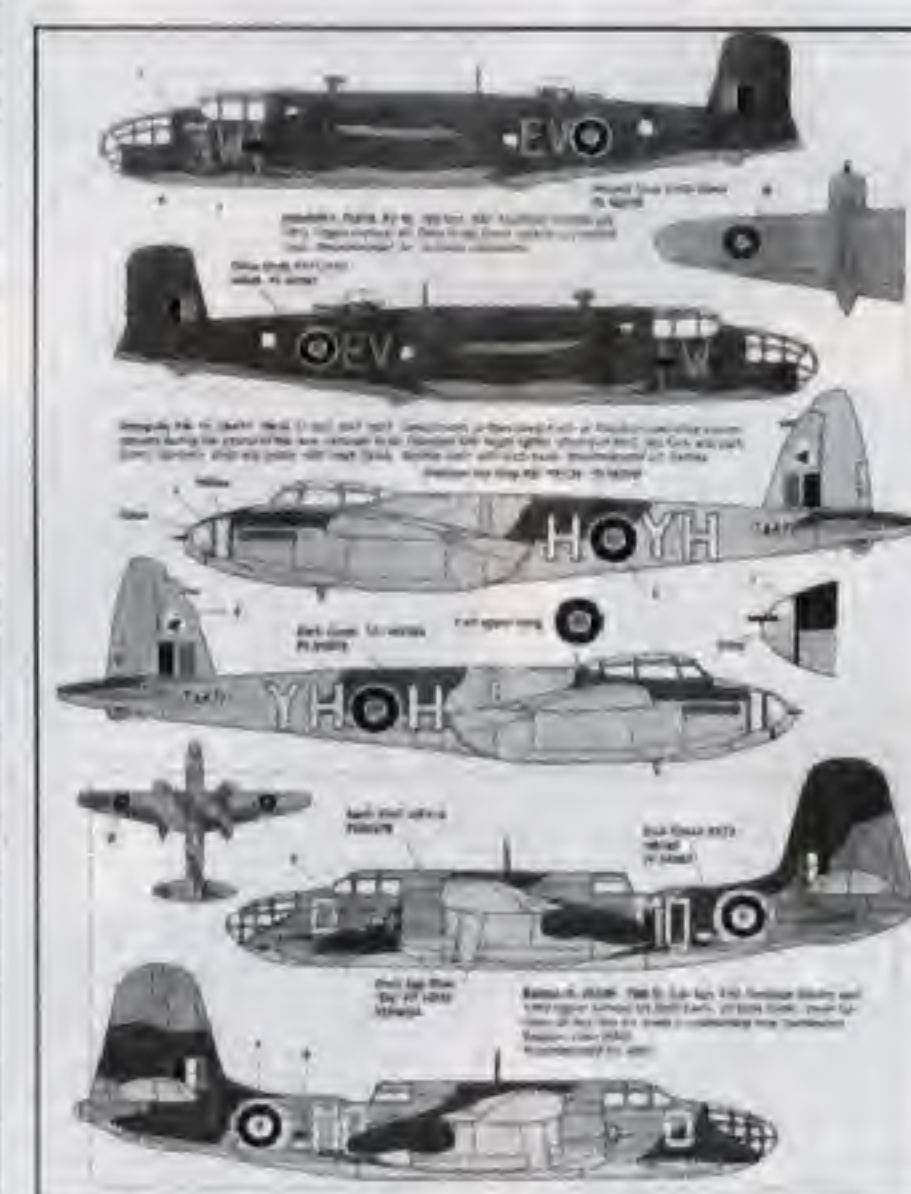
K7/9 RAF Fighters - Kits at War

- 3. N.A. Mitchell Mk II, FL218, EV•W, No.180 Squadron, RAF Foulsham, July 1943.
- 4. D.H. Mosquito FB Mk VI, TA471, YH•H, No.21 Squadron, detached to Nuremberg/Furth or Manston as a courier in 1947.
- 5. Douglas Boston Mk III, Z2249, QM•D, No.226 Squadron. RAF Swanton Morley, April 1942.

### Conclusion

Each of the above sheets offers all the unique markings for each option plus full sets of national insignia. They are highly recommended to all.

Our thanks to Kits at War (Dutch Decals) for the review samples. This range is available in the UK from Hannants at £6.50 each.



K4/8 RAF Bombers - Kits at War

## AMtech Decals

Having made a name making kits, AMtech have now moved into the decal field and their first two sheets have been sent directly to us for review.

### 1/48th Scale

#### TGR-48101 - Ta 183 Huckbein

- 1. Ta 183A-1, JV 44 Papagei Staffel, early 1946
- 2. Ta 183A-1 flown by Oblt. E. Hartmann of III./JG54, Winter 1945.
- 3. Ta 183B-1 of 2° Gruppo Caccia, 5° Squadriglia, Winter 1945.
- 4. Ta 183A-1, 244th Air Combat Regiment, HQ Company, Home Islands Defence, late 1945.

All of the above schemes are of course spurious, as the Ta 183 never reached production.

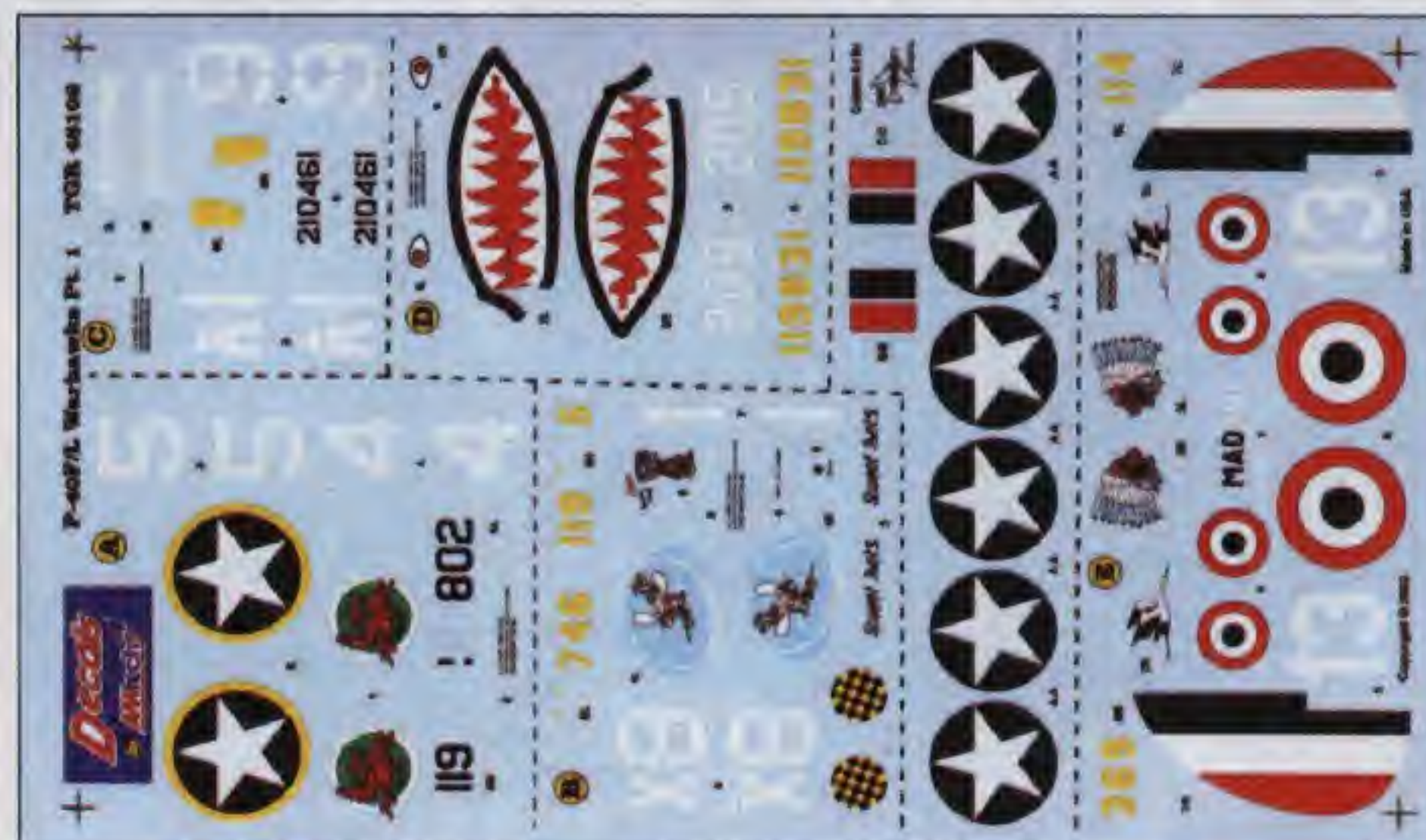
#### TGR-48102 - P-40F/L Warhawk

- 1. P-40F, 65th FS, 57th FG, Sicily, September 1943.
- 2. P-40F, flown by Lt. Charles Jaslow



TGR-48101 Ta 183 Huckbein - AMtech Decals

- of the 87th FS, 79th FG, Tunisia, early 1943.
- 3. P-40L, flown by Lt. Charles Bailey, 'Tuskegee Airmen', 99th FS, 79th FG, Italy, early 1944.



TGR-48102 P-40F/L Warhawk - AMtech Decals

- 4. P-40F, 68th FS, 347th FG, Guadalcanal, Spring 1943.
- 5. P-40F flown by Cdt Rozanoff, G.C.II/5, Tunisia, January 1943.

### Conclusion

Each of these sheets is well produced

and perfectly in register. The instructions for both are black and white and the 'TGR' codes make us think these were previously produced under the Third Group decal brand? Our thanks to AMtech for the review samples.



# F-4Dable Models

This is a new name from Malaya and samples of their first two sheets have been sent directly to us for review.

## 1/72nd Scale

### TUDM F/A-18D Hornet

This sheet allows any of the eight F/A-18Ds currently in service with the Tentera Udara Diraja Malaysia (Royal Malaysian Air Force) to be built. The sheet includes both versions of the Malaysian roundel

carried by the type, the tail and modex numbers for all eight aircraft and a generic set of F/A-18 stencils.

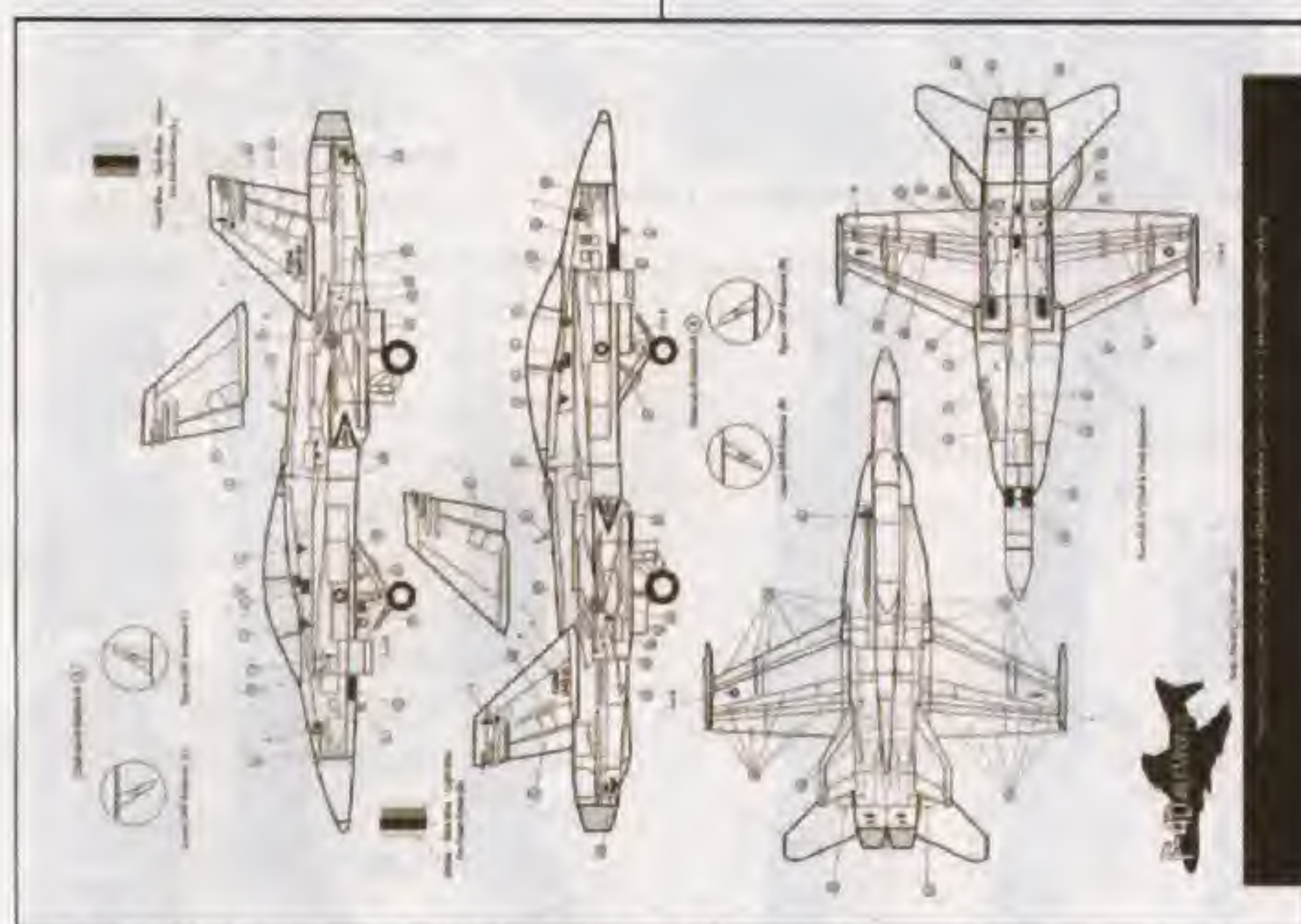
Price: US\$6.00

## 1/48th Scale

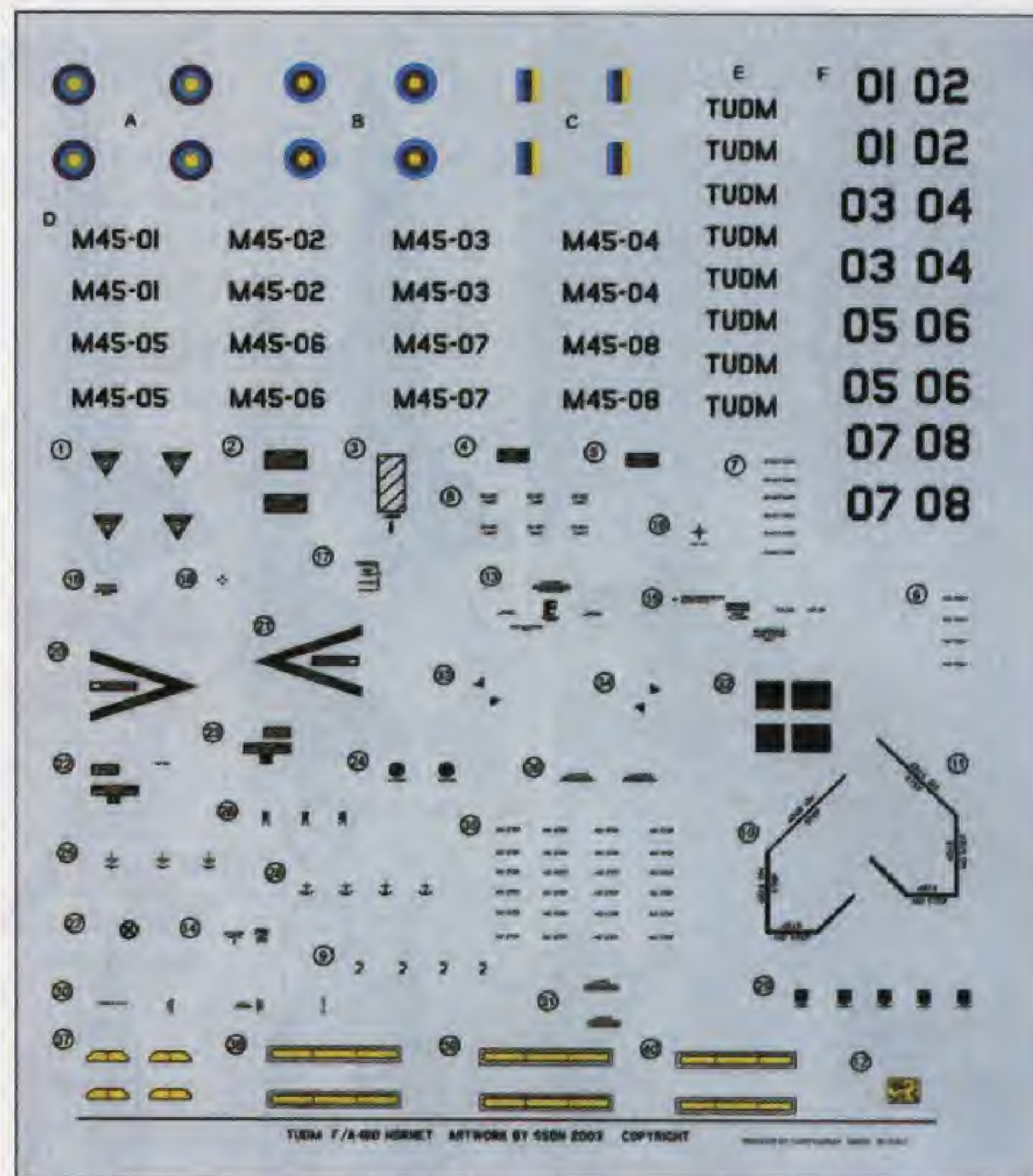
### TUDM F/A-18D Hornet

This sheet is identical in subject and contents to the 1/72nd scale example shown above.

Price: US\$9.00



TUDM F/A-18D Hornet (1/48th) - F-4Dable Models



TUDM F/A-18D Hornet (1/72nd) - F-4Dable Models

## Conclusion

Both of these sheets are excellent, being printed in Italy by Cartograf. Each is limited to just 500 worldwide and orders can be placed directly

with the manufacturer by visiting [www.F-4DableModels.com](http://www.F-4DableModels.com) or emailing [bashound@tm.net.my](mailto:bashound@tm.net.my).

Our thanks to F-4Dable Models for the review samples.

# Twobobs Aviation Graphics

Yes, its Twobobs time again, with a great new batch of releases from this American manufacturer!

## 1/48th Scale

### 48-045 - F-14B VF-74 'Bedevilers'

- 1. F-14B, BuNo. 162019, '101' flown by Cmdr John Morrow and Cmdr 'Skip' Sayers.
- 2. F-14B, BuNo. 163221, '105', flown by Lt Karl Belczyk and Lt. Bob Miklauth.
- 3. F-14B, BuNo. 161432, '107', flown by Lt. Bob Bello and Lt. Chris Cronk.

Price: \$9.50

### 48-046 - F-16C Hill Vipers

- 1. F-16C, S/No. 89-2108 of the 466th FS, flown by Capt. Scott Shepard as part of the 2002 West Coast Demo Team.
- 2. F-16C, S/No. 87-0281 of the 466th FS, During Operation Northern Watch and Operation Enduring Freedom.
- 3. F-16C, S/No. 87-239 of the 466th FS as CAP aircraft during the 2002 Winter Olympics and also during Operation Northern Watch.

Price: \$9.50

### 48-047 Saab AJ/JA-37 Viggen

- 1. AJ-37, 'Red 34' from F6 squadron, Vastgota Flygflottilj, 1993.
- 2. JA-37, 'Red 47' of F17 Squadron, 1 Jaktflygdivision, 1992.
- 3. AJ-37, 'Red 39' of F13 Squadron, 1993

- 4. JA-37, 'Black 32' of F13 Squadron, 1993.

Note that these options are available in 1/72nd scale from Flying Colors Aerodecals.

Price: \$9.50

### 48-048 - F/A-18D Peek-a-Boo Leathernecks

- 1. F/A-18d, BuNo. 164729 of VMFA(AW)-224
- 2. F/A-18D, BuNo. 164653 of VMFA(AW)-242.

Note that both of the above options are ATARS machines and so you will

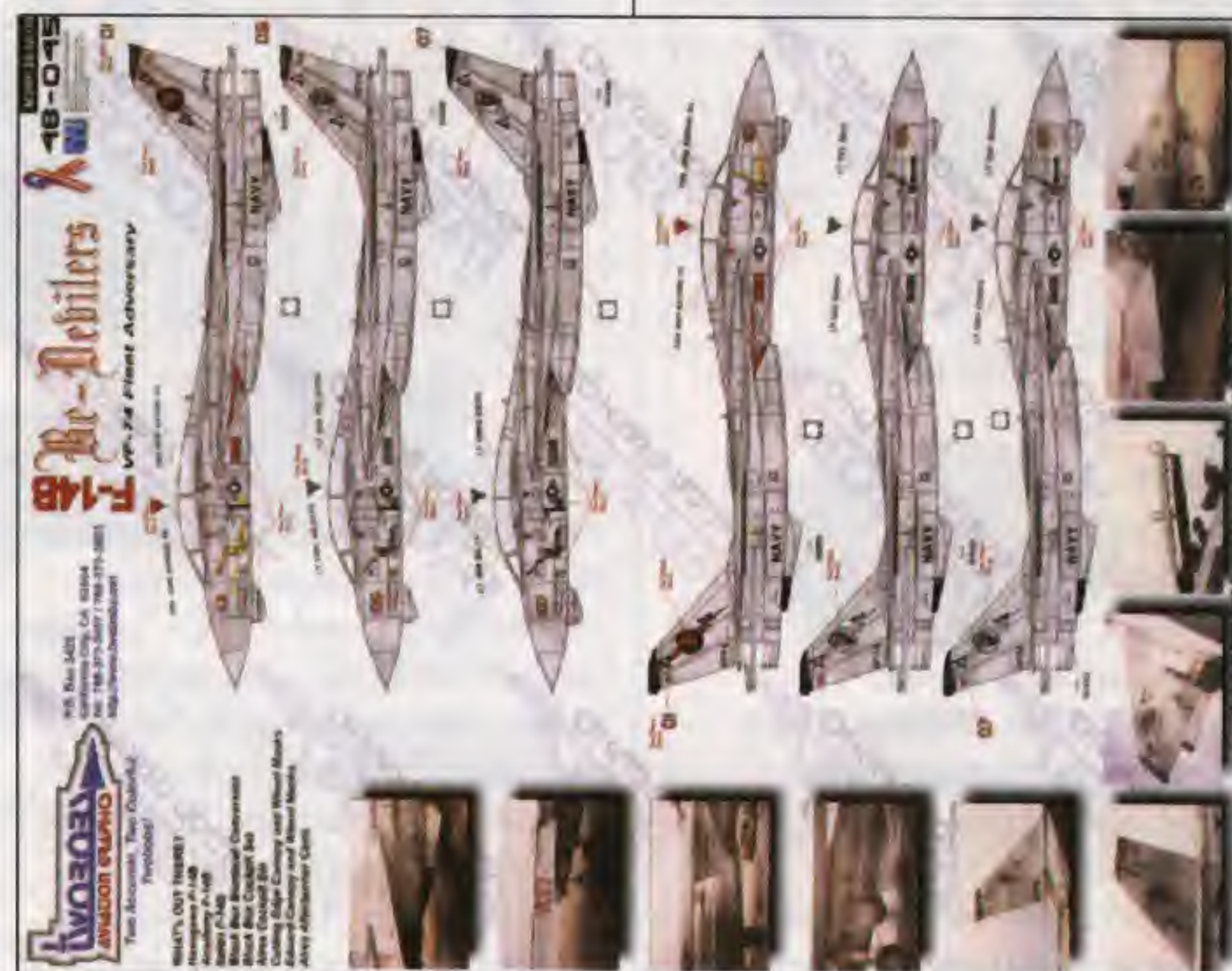
need the conversion from the Black Box range to build these options.

Note also that the increased price of this sheet is due to the fact that the tiger stripes on the first options are all supplied as decals.

Price: \$13.00

### 48-049 - F-105D Wrap Around Thuds

- 1. F-105D, 'Mykarma', S/No. 62-301 of the 466th TFS, Hill AFB, Utah, September 1983.
- 2. F-105D, 'Desert Fox', S/No. 62-299 of the 466th TFS, Hill AFB, Utah,



48-045 F-14B VF-74 'Bedevilers' - Twobobs



48-046 F-16C Hill Vipers - Twobobs

April 1983.

- 3. F-105D, 'Star Dust 6', S/No. 62-347 of the 466th TFS, Hill AFB, Utah, June 1983.

Price: \$9.50

### 48-050 - QF-4G Team Target Drones

- 1. QF-4G, S/No. 69-7209, 'AF208' of the 82nd Aerial Target Squadron, 53rd Weapons Evaluation Group.
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### 48-051 - F-104J JASDF Komatsu Starfighters

- 1. F-104J, S/No. 46-8621, 202nd

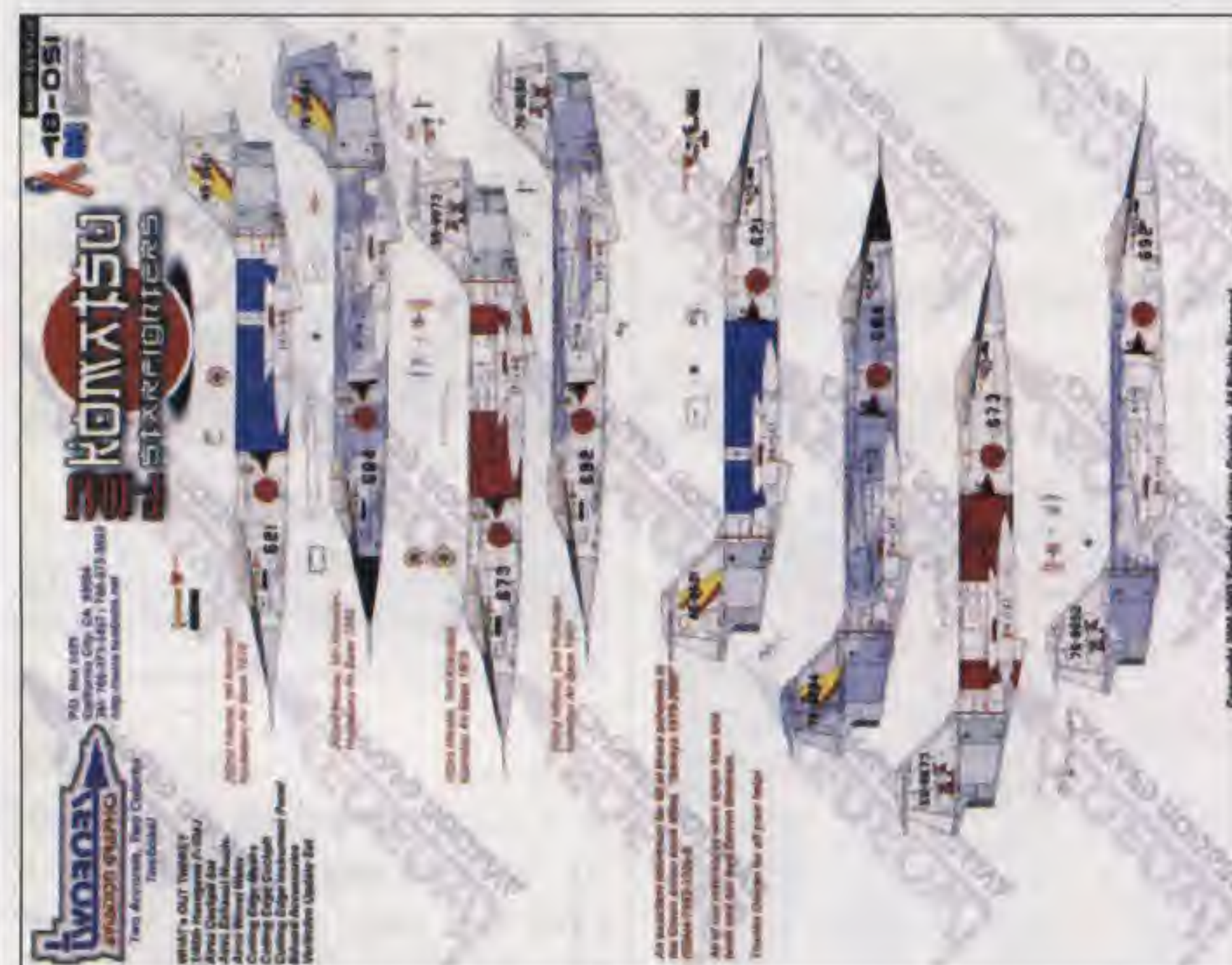




48-047 Saab AJ/JA-37 Viggen - Twobobs



48-049 F-105D Wrap Around Thuds - Twobobs





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- 1. Sea King HAS Mk 6, ZG813, No.820 NAS, HMS Illustrious, 2001
- 2. Sea King HU.5, XZ705, formerly of No.771 NAS, on HMS Sultan, 2001.
- 3. Sea King AEW Mk 2, XV707, of No.849 NAS is a special D-Day anniversary scheme in 1994.
- 4. Sea King HC.4, ZF118, No.846 based at Yeovilton in 2001.



AAF-7276 F/A-18A Hornet - Model Alliance



AAF-7276 F/A-18A Hornet - Model Alliance



MA-72103 Westland Sea King - Model Alliance

- 9. Sea King HAR Mk 3, XZ697, No.78 Squadron based on the Falkland Islands.
- Price: £8.00

## Conclusion

These sheets include comprehensive colour instructions that also give colour matches. Sheet MA-721043 has been printed by The Fantasy Printshop in the UK, so all the images have separate carrier film and are to the highest standard, while the first two have continual carrier film.

My thanks to The Aviation Workshop for the review sample. Examples can be obtained directly from the manufacturer or from Hannants.

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### VPD48004 - Douglas A-4 Skyhawks

- 1. A-4C, BuNo. 147681, VA-94 'Mighty Shrikes' on USS Enterprise in June 1966.
- 2. A-4C, BuNo. 148566, VA-144 'Roadrunners' on USS Kitty Hawk, 1966-7.
- 3. A-4C, BuNo. 148576, VA-216 'Black Diamonds' on USS Hancock, 1966.
- 4. A-4C, BuNo. 149493, VA-66

Squadron, RAF Hornchurch, May/June 1940.

- 5. Mk I, N3249, flown by Flt Lt Robert Stanford-Tuck, No.92 Squadron, RAF Pembry, 24th May 1940.
- 6. Mk IIa, P7966, 'Maxman', GR•P, flown by Wg Cdr Douglas Bader, Tangmere Wing, Summer of 1941.
- 7. Mk Vb, EP7096, •T, flown by Fg Off George 'Buzz' Beurling, No.249 Squadron, Malta, September 1942.
- 8. Mk Vb, ER220, QJ•R, flown by Flt Lt Neville Duke, No.92 Squadron, Libya, January 1943.
- 9. Mk Vb, ER821, QJ•, flown by Flt Lt Neville Duke, No.92 Squadron, Libya,



VPD48006 Spitfire Aces of the Empire - Victory Productions

- 'Waldos', on USS Intrepid in 1968-9.
- 5. A-4C, BuNo. 149993, VA-72 'Blue Hawks' on USS Enterprise in 1965.
- 6. A-4E, BuNo. 150118, VA-46 'Clansmen', on USS Forrestal in 1967.
- 7. A-4E, BuNo. 151073, VA-192 'Golden Dragon', on USS Ticonderoga in April 1967.
- 8. A-4E, BuNo. 151134, VA-163 'Saints', USS Oriskany in 1965.
- 9. A-4E, BuNo. 151165, VA-86 'Sidewinders' on USS Independence in 1965.
- 10. A-4E, BuNo. 152048, VA-164 'Ghost Riders' on USS Oriskany in 1967.

This sheet offers all the unique markings for each option, plus a separate sheet with one complete set of national insignia and stencils.

### VPD48006 - Spitfire Aces of the Empire

- 1. Mk I, K9906, FZ•L, No. 65 Squadron, RAF Hornchurch in May 1939. Flown by Fg Off Robert Stanford-Tuck.
- 2. Mk I, N3173, KL•N, flown by Plt Off Colin F. Gray of No. 54 Squadron, RAF Hornchurch in May 1940.
- 3. Mk I, R6893, KL•T flown by Plt Off Colin F. Gray, No.54 Squadron, RAF Hornchurch in the Summer of 1940.
- 4. Mk I, K9953, ZP•A, flown by Flt Lt Adolph 'Sailor' Malan, No.74

March 1943.

- 10. Mk Vb, W3848, flown by Flt Sgt Peter Durnford of No.111 Squadron, RAF Debden, December 1941.
- 11. Mk Vb, AB852, JU•H, flown by Flt Lt Brendan 'Paddy' Finucane, No.451 Squadron, RAF Kirton-on-Lindsay, September 1941.
- 12. Mk Vb, AB502, UD•W, flown by Wg Cdr Ian R. Gleed, No.244 Wing, Gabourine South, Tunisia, April 1943.
- 13. Mk Vb, serial unknown, YQ•A, flown by Sqn Ldr Colin Gray, No.616 Squadron, RAF Kings Cliff, January 1942.
- 14. Mk Vb, W3457, YQ•C, flown by Fg Off James Edgar 'Johnnie' Johnson, No.616 Squadron, RAF Tangmere, August 1941.
- 15. Mk Vb, EP251, DW•B, flown by Sqn Ldr J.E. 'Johnnie' Johnson, No.610 Squadron, Dieppe, 19th August 1942.
- 16. Mk Vb, W3257, FY•E, flown by Flt Lt Eric S. Lock, No.611 Squadron, RAF Hornchurch, 3rd August 1941.
- 17. Mk Vb, BR321, GL•J, flown by Fg Off Johnny Plagis, No.185 Squadron, Malta, early Summer 1942.
- 18. LF Mk Vb, BL374, SH•B, flown by Flt Lt Johnny Plagis, No.64 Squadron, November 1943.
- 19. Mk Vb, W3312, QJ•J, flown by Sqn Ldr James Rankin, No.92 Squadron, RAF Biggin Hill, 1942.



VPD48004 Douglas A-4 Skyhawk - Victory Productions

- 20. MK Vb, BL336, RS•T, flown by Wg Cdr Robert Stanford-Tuck, Biggin Hill Wing, 18th January 1942.
- 21. Mk Vc, BR301, UF•S, flown by Flt Sgt George 'Buzz' Beurling, No.249 Squadron, Malta, 27th July 1942.
- 22. Mk Vc, JL394, CR•C, flown by Wg Cdr Clive R. Caldwell, No.1 Wing, RAAF, Darwin, August 1943.
- 23. Mk Vc, EP829, T•N, flown by Sqn Ldr Joseph Lynch, No.249 Squadron, Kendri, Malta, 28th April 1943.
- 24. Mk Vc, JK715, SN•A, flown by Fg Off Evan Mackie, No.243 Squadron, Hal Far, Malta, June 1943.
- 25. Mk VII, MD188, PB•, flown by Wg Cdr Peter Brothers, Culmhead Wing, June 1944.
- 26. Mk VII, MD188, PB•, flown by Wg Cdr Peter Brothers, Culmhead Wing, June 1944. This is the

Flt Lt George 'Buzz' Beurling, No.412 Squadron (RCAF), 30th December 1943.

- 32. Mk IXc, BS410, PK•E, flown by Capt Frances 'Gabby' Gabreski, No.315 (Polish) Squadron, RAF Northolt, January 1943.
- 33. Mk IXc, EN520, FL•A, flown by Wg Cdr Colin Gray, No.322 Wing, Sicily, July 1943.
- 34. Mk IXc, MA408, CG•, flown by Wg Cdr Colin Gray, No.322 Wing, Sicily, July 1943.
- 35. Mk IXc, MK392, PK•E, flown by Wg Cdr J.E. 'Johnnie' Johnson, No.144 Wing, St Croix-sur-Mer, Normandy, Summer, 1944.
- 36. Mk IXc, MK392, JE•J, flown by Wg Cdr J.E. 'Johnnie' Johnson, No.127 Wing, Eindhoven, Holland, January 1945.
- 37. LF Mk IXc, RR201, DB•G, flown by Flt Lt Richard 'Dick' Audet, No.411 Squadron, Heesch, Holland, 29th December 1944.
- 38. Mk IXc, MK329, JE•J, flown by Wg Cdr J.E. 'Johnnie' Johnson, No.144 Wing, St Croix-sur-Mer, Normandy, Summer, 1944.
- 39. Mk XII, MB882, EB•B, flown by Flt Lt Donald Smith, No.41 Squadron, Friston, 194.
- 40. Mk XII, EN625, DL•K, flown by Sqn Ldr Raymond Harries, No.91 Squadron, RAF Hawkinge, May 1943.
- 41. Mk XIV, RM787, CG•, flown by Wg Cdr Colin Gray, Lympne Wing, September-October 1944.



VPD48006 Spitfire Aces of the Empire - Victory Productions

camouflaged version of the above machine.

- 27. Mk VIII, A58-484, CR•C, flown by Gp Capt Clive R. Caldwell, No.452 Squadron, RAAF, Morotai, early 1945.
- 28. Mk VIII, A58-602, RG•V, flown by Wg Cdr Robert 'Bobby' Gibbes, No.457 Squadron, RAAF, Morotai, early 1945.
- 29. Mk IXb, EN398, JE•J, flown by Wg Cdr J.E. 'Johnnie' Johnson, Kenley Wing, Summer, 1943.
- 30. Mk IXc, MA585, KH•B, flown by Flt Lt George 'Buzz' Beurling, No.403 Squadron (RCAF), September 1943.
- 31. Mk IXc, MH883, VZ•B, flown by

## Conclusion

Phew, what a list! Each of these sheets offers a mass of options as you can see and the instructions are extremely informative with both colour side profiles and full narrative descriptions of each. It would have been nice to see less of the same pilots' machines (e.g. Johnnie Johnson) and more later marks (e.g. post Mk XII), but that is a personal view and one that cannot detract from the superb quality and value both of these sheets represent. Buy them, you will not be disappointed.

Our thanks to Victory Productions for the review samples.





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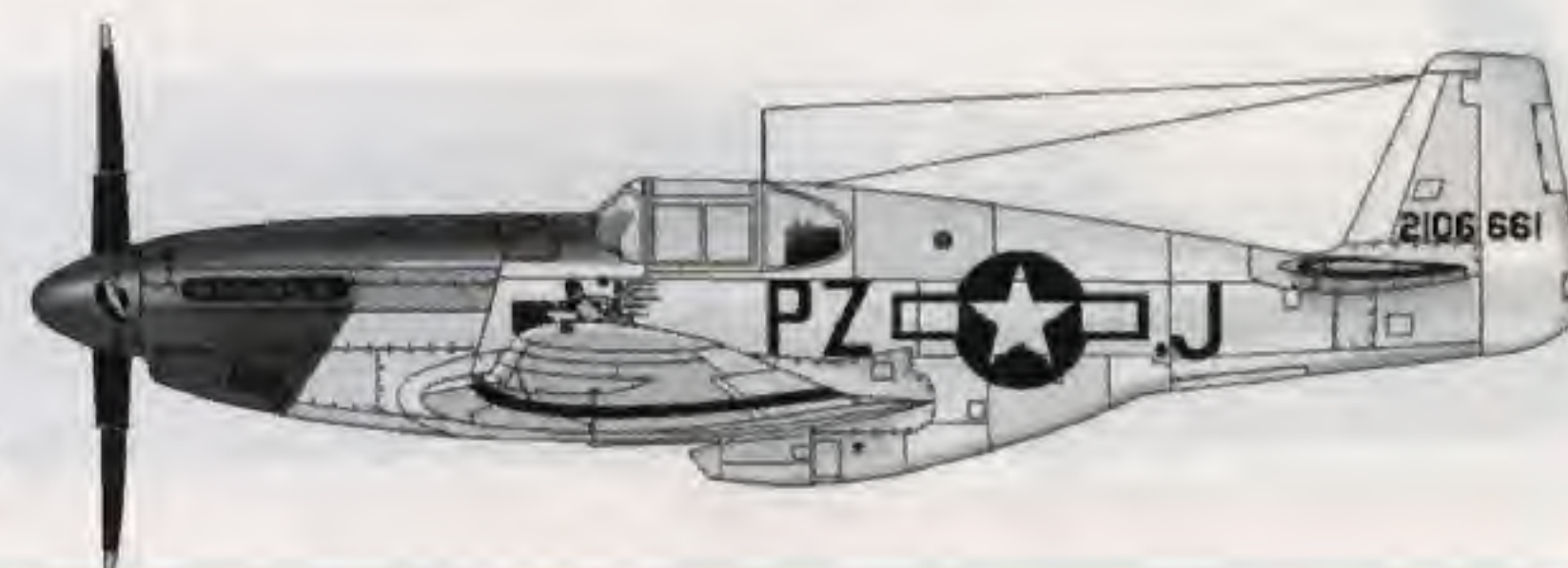
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Mirage F1JA, FAE806, Escuadron de Caza 2112, Fuerza Aerea Ecuatoriana. Upper surfaces in two tones of Green (34201/34096) with Camouflage Gray (36622) undersides. Small roundels are carried on top of port wing and under starboard; 'FAE' in black above top of starboard and under port wing. Unit badge is carried on fuselage sides on port side and on fin, aft of the serial, on starboard. Anti-dazzle panel and nose radome, as on most Mirage F1s, are black



ΡΟΔΟΣ

Mirage F1CG, 111, N° 342 Mira, Greek Air Force, 1988. Blue Grey (25189) upper surfaces with Silver undersides. Greek roundels in six positions. Serial 111 on fin and on rear fuselage. Note name of the island of Rhodes carried under the windscreen on starboard side only (some photos show that some of these islands' names were later also reproduced on the port side)



Mirage F1EQ-1, 4008, Iraqi Air Force, 1984. Sand (30266) and Dark Brown (30099) upper surfaces with Pale Blue (36329) undersides. Triangular national marking in six positions (apex facing forward on wings); serial in black on front fuselage

4008

**GENERAL NOTE**  
Figures appearing within brackets refer to FS.595a matches

Mirage F1EJ, 105, of N° 1 Squadron, Royal Jordanian Air Force, Azraq, 1982. Three-tone upper surface scheme of Sand (30260), Dark Green (34079) and Brown (30117) with Light Grey (26622) undersides. RJAf roundels in six positions; serial in Arabic script on fin and on forward fuselage in black



Mirage F1CJ, 2511, N° 25 Squadron, Royal Jordanian Air Force. Pale Grey (26314) upper surfaces with Light Pale Grey (26622) undersides. RJAf roundel in six positions; black 2511 in Arabic script on front fuselage

2511



Mirage F1CK, 724, Kuwait Air Force, Dhahran, February 1991. Pale Grey (26314) upper surfaces with Light Pale Grey (26622) undersides. Only national marking carried is the fin flash, on both sides

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Ala 14 Spanish AF, during the first deployment of Spanish Mirage F.1s outside Spain in May 1989 for 'Dragon Hammer '89' (G. Fassari)

# Mirage F.1

## Exports

by Richard J. Caruana

Not being one who rests on one's laurels, M. Dassault launched a successor for the highly successful Mirage III series in the second half of the 1960s. Still flying around today with the *Armée de l'Air*, the Mirage F.1 is slowly disappearing from the inventories of foreign air forces, making it an ideal candidate for a nostalgic look back at its colourful export versions. Richard J. Caruana reviews this elegant Frenchman and its service with air forces outside its country of origin.

While work had begun on a two-seat tactical, close-support aircraft powered by the TF306 engine, Dassault proposed a scaled-down, single-seat version under the designation F.1. The two-seat Mirage F.2 flew for the first time on 12 June 1966 with Jean Courreau at the controls, the single-seat prototype, known as the F.1C-01 powered by a SNECMA Atar 9K engine, was first flown by chief test-pilot René Bigand on 23 December of the same year. During a practice session for the following year's Paris Air Show, Bigand lost his life when the F.1 prototype crashed on 18 May. Cause of the accident was eventually traced to wing flutter.

Throughout 1967, Dassault continued with flight testing of both single and two-seat Mirage Fs. Meanwhile, work on a third design – designated F.3 – was abandoned before completion. The French government's choice of the F.1 as a successor to the Mirage IIIC also

brought the F.2's future prospects to an end.

Three pre-production models were ordered on 26 May 1967, the first of which (F.1-02) performed its maiden flight on 20 March 1969, flown by Jean-Marie Saget, which reached Mach 1.15 during that same flight. F.1-03 followed on 18 September of the same year, while F.1-04, fitted with a representative avionics and navigational suite, flew on 17 June 1970. The introduction of leading edge slats on F.1-03 greatly enhanced combat manoeuvrability, and was retained as standard on all following aircraft. Ventral fins were fitted on all three prototypes to improve lateral stability.

Production aircraft for the *Armée de l'Air* were designated F.1C, and by 1976 a total of 167 examples of the single-seat version had been ordered. The first two-seat trainers, known as F.1B, were ordered the following year, and in 1979 a reconnaissance version with a modified nose was also being produced.

### Mirages for Sale

Dassault was hoping that the Mirage F.1 would be as successful in export sales as its predecessor – the Mirage III/5. However, aggressive marketing had resulted in massive sales of the III/5; in actual fact, the majority of potential markets had been practically saturated. Moreover, smaller air forces were happy to carry on flying the older Mirages that still had plenty of life left in them. This does not mean that the F.1 was an export flop. Sales of Mirage F.1s totalled around half of those achieved by the Mirage III/5, not a bad feat considering the contemporary international situation.

The majority of foreign customers were more than happy to acquire the standard F.1C version, and the various nationalities were usually identified by a suffix to the designation denoting the receiving country; thus, for example, Spain's Mirages became F.1CEs, those for Greece F.1CGs, etc. Other air forces expressed varying requirements, at times seeking a complex, multi-role aircraft, while others





Mirage F.IED, 518 of an unidentified unit, Libyan Air Force. Three-tone upper surface scheme of Sand (30219), Green (34127) and Dark Green (34079) with Pale Blue Grey (36373) undersides. Green roundels in six positions. Note badge on both sides of fin



Mirage F.IEH, 175, Force Aérienne Marocaine, Sidi Slimane AFB, 1980. 3-tone upper surfaces scheme of Sand (30219), Green (34127) and Brown (36120) with Pale Blue Grey (36373) undersides. National markings in six positions (on the wings, top of crown points towards the leading edges)



Mirage F.IEDA, QA73/C, N° 7 Squadron, Qatar Emirate Air Force, 1985. Sand (20400) and Dark Brown (20219) upper surfaces with Light Blue (35231) undersides. Roundels in standard six positions; note serial on rear fuselage and 'C' high on fin in black



Mirage F.IEE, C.14-69/462-18, Escuadrón 462 'Halcones' (Ala de Caza 46), Ejército del Aire (Spanish Air Force), Gando AFB. Blue Grey (25189) upper surfaces with Silver undersides. Roundels in six positions; black cross on white top section of rudder. Note that falcon's head faces forward on both sides of fuselage



Mirage F.ICE, C.14-13/14-13, Ala de Caza 14, Ejército del Aire, 1988. Three-tone upper surface scheme in Sand (20400), Dark Brown (20219) and Green (24079) with Pale Grey (26622) undersides. Roundels in six positions; black cross over white rudder top section. 'Tiger' motif on rudder; note that unit badge is not handed on starboard side



Mirage F.IM, C.14-21/14-14, Ala de Caza 14, Ejército del Aire, Palma de Mallorca, 2001. Air Superiority Gray overall with toned-down markings in a darker grey; leading edges of wings, tailplane and fin in Corogard grey. Code and serial in black; unit badge in dark grey. Roundels in six positions, with those on wings being very small. Note fake cockpit under forward fuselage







F.1CZ of N° 3 Squadron, South African Air Force, serialised 210 (D. Cooke)

opted for a simplified day attack version. Dassault responded by producing both, under the designations F.1A and F.1E.

The Mirage F.1A was practically tailor-made for the first foreign customer, the South African Air Force (SAAF). It was a stripped-down, ground attack aircraft where costs were cut down all-round. A simpler EMD Aida 2 ranging set replaced the original Cyrano IV intercept radar, with the vacated area in the nose being replaced by a fuel tank, thus increasing internal fuel. Another modification in this area was the installation of a retractable refuelling probe.

For the multi-role version, Dassault installed an upgraded avionics suite according to the client's demands. Most F.1Es were fitted with the Cyrano IVM radar, SAGEM 47 Inertial Navigation System and a CSF head-up display. Most impressive of all was the weapon carrying capability of the F.1E, which included anything that the F.1C or F.1A could carry, and more. This included Beluga cluster dispensers, BAP 100 and 120 bombs, AS.37 Martel anti-radiation missiles, AS.30 air-to-surface missiles, Atlas laser designation pods and various types of ECM jammer pods. Provision was also

made for a retractable refuelling probe, if required.

Requirements for a two-seat combat trainer for Kuwait gave birth to the F.1B. The first prototype flew on 26 May 1976; its importance was immediately recognised by the *Armée de l'Air* for its own requirements, at the same time enabling it to offer conversion courses to pilots of foreign air forces buying the Mirage F.1. Various foreign clients acquired small numbers of the two-seaters, as well.

### The Exports

Any effort to describe the export sales of the Mirage F.1 in chronological sequence would be impossible, as various countries were being supplied at any one time, and at times one particular country would be receiving second, or third order deliveries. So it's best to review the situation by tackling each country in alphabetical order.

**Ecuador** initially attempted, without success, to acquire Northrop F-5s from the United States (USA). It felt threatened when its southern neighbour Peru had been supplied with Su-22s from the Soviet Union (USSR). The two countries had long-standing differences over sovereignty of parts of the Amazon basin. When orders for the F-5 had been refused, another attempt was made this time to acquire General Electric J79 engines to power a consignment of Kfirs that could hopefully be ordered from Israel. This, too, failed to materialise, thus providing Dassault his ninth customer for the Mirage F.1. An order for 16 Mirage F.1JA single seaters (FAE801-816) and a pair of F.1JE two-seaters (FAE830, 831) was placed in 1977.

Deliveries began in December of the following year and had been completed by the end of 1980. Formed into *Grupo de Caza* 212, *Escuadrilla* 2121, these Mirages soon found themselves in action over the Ecuador/Peru border during the early months of 1981 and at least one victory against the Su-22s was scored by F.1JA serial FAE807. At present, the Ecuadorian Air Force still operates the type, with the F.1JAs and F.1JEs serving with the *Escuadrón de Combate* 2112 within *Ala de Combate* N° 21 based at Taura.

A first attempt by **Greece** in 1972 to acquire the F.1 as part of multi-national programme, where 20 percent of the funding was to be supplied by

AMD-BA, fell through. However, growing tensions with Turkey led to an order for 40 Mirage F.1CGs (101-140) in June 1974. In order to speed up delivery, a number of aircraft originally destined to the *Armée de l'Air* were diverted to the Greek order with the result that the first F.1s were received in February of the following year. Modified to take Sidewinders on the wingtip rails in place of the Matra Magic, the Hellenic Air Force F.1s were assigned to 114a *Petrix Mahis* (PM) at Tanágra to replace of their Convair F-102As. 342 Mira was the last unit to operate the Mirage F.1CG in Greece and after 28 years of service, the unit was disbanded on 30 June 2003, thus retiring the type out of service.

**Iraq** was to become the biggest customer for the Mirage F.1, the first orders being placed with Dassault in 1977 for four F.1BQ-1 and -2 (4000-4003 – two-seaters), 18 Mirage F.1EQ-1 (4004-4021), and 14 F.1EQ-2 (4022-4035). Deliveries began in April 1980, by which time it placed more orders to boost up its forces engaged in a long-drawn war against Iran. These consisted of two F.1BQ-3 (4504, 4505) and 22 F.1EQ-4 (4500-4503, 4506-4523), all fitted with an in-flight refuelling boom and capable of carrying the Douglas 'buddy' refuelling pod under the wings. More orders consisted of three F.1BQ-5 (4524-4529) and 20 F.1EQ-5 (4560-4579), with more following later.

According to Iraqi sources, its Mirage F.1s claimed over 40 Iranian aircraft shot down during the first three years of the war, including F-4s, F-5s and at least one F-14 Tomcat. The Matra Super 530F-1 missile was found to be extremely effective. At least seven Iraqi F.1s are known to have been lost in action, while several others were so badly damaged that they had to be returned to Dassault for major repairs. During the Gulf War of 1991, a considerable number of Iraqi Air Force aircraft sought refuge in Iran, and it is believed that several F.1s remained there afterwards unable to fly due to lack of spares. The situation after the recent events in Iraq is even less certain, although up to some time ago some F.1s were still believed to be operational with either the 79th or 89th Fighter Squadron based at Qayyara.

**Jordan** placed an initial order for 17 Mirage F.1CJ (2501-2517) and a pair of two-seat F.1BJ (2518, 2519) which were delivered between early 1981 and mid 1982. These were formed into N°





# EXPORT VERSIONS

## Mirage F.1

**MIRAGE F.1C**  
Starboard Profile

**MIRAGE F.1C**  
Port Profile

Serves most export versions  
except 'AZ' (see below)

Scrap view of fin fillet of ED  
and EQ versions

Scrap side views of control fairings  
under wing concealed by wing droop

Removable externally fitted air-  
refuelling probe

Avionics upgrade with  
ECM sensor fairings

**MIRAGE F.1M**  
Port Profile

Spanish Air Force  
upgraded version

Scrap view of tail end,  
Mirage F.1AZ Avionics  
Flight Demonstrator

**MIRAGE F.1AZ**  
Port Profile

Drawings by  
Richard J. Caruana  
© 2003

Chaff dispenser above  
ventral fin

Modified shape of perforations  
on airbrake

**MIRAGE F.1AZ**  
Front View

**SUPER MIRAGE F.1AZ**  
Port Profile

Russian  
SMR-95  
engine

0 metres 1 2  
0 feet 3 6



Note chaff dispensers  
incorporated into base of  
ventral fin

MIRAGE F.1C  
Upper Plan

MIRAGE F.1AZ  
Inverted Plan

Ventral pod between fins  
on South African F.1AZ  
serialled 233 and 235  
only

Drawings by  
Richard J. Caruana  
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0 metres 1 2  
0 feet 3 6

MIRAGE F.1AZ  
Upper Plan

Note retractable air-to-air  
refuelling probe  
compartment

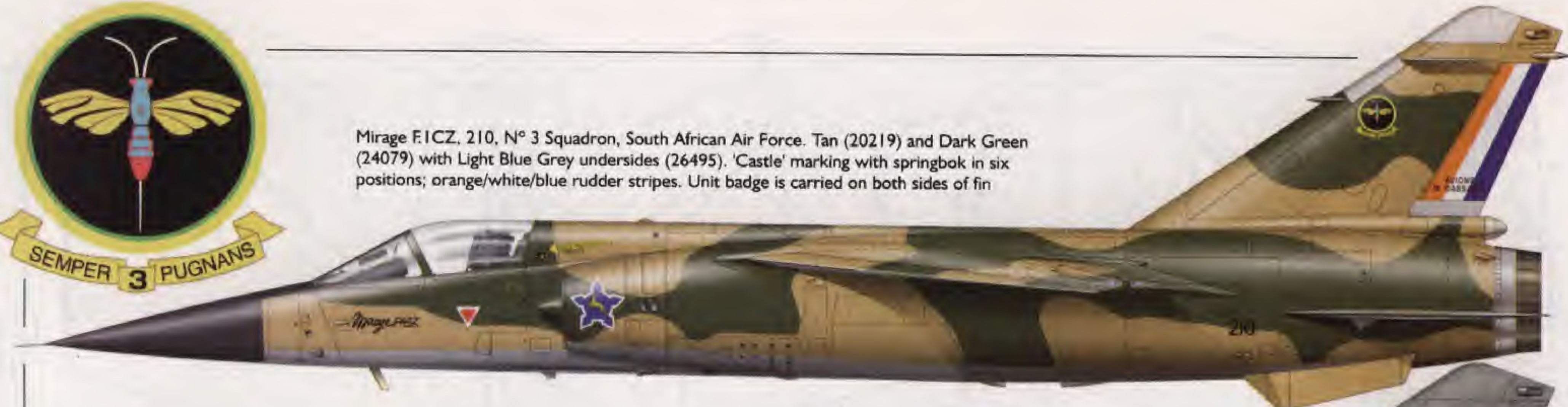
MIRAGE F.1C  
Inverted Plan

Matra 550 Magic





Mirage FICZ, 210, N° 3 Squadron, South African Air Force. Tan (20219) and Dark Green (24079) with Light Blue Grey undersides (26495). 'Castle' marking with springbok in six positions; orange/white/blue rudder stripes. Unit badge is carried on both sides of fin

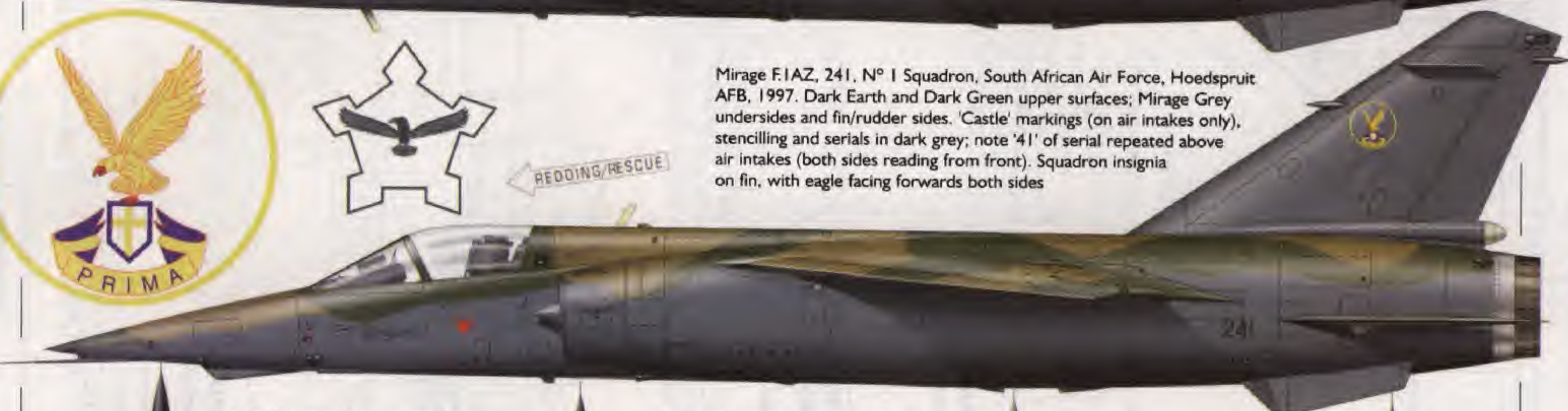


Mirage FICZ, 203, N° 3 Squadron, South African Air Force. 'Ghost' finish of Intermediate Blue (35164) overall, with Highveld Grey (36251) nose, top of fin, tips of wings and tailplane, and Mirage Grey (36076) diamond pattern above and below wings/fuselage. Highly toned down markings with broken 'castle' insignia on fuselage sides and top of wings only; note kill marking, the second for a SAAF Mirage F.I achieved by Maj Johan Rankin who shot down an Angolan Mig-21 on 5 October 1982



REDDING/RESCUE

Mirage FIAZ, 241, N° 1 Squadron, South African Air Force, Hoedspruit AFB, 1997. Dark Earth and Dark Green upper surfaces; Mirage Grey undersides and fin/rudder sides. 'Castle' markings (on air intakes only), stencilling and serials in dark grey; note '41' of serial repeated above air intakes (both sides reading from front). Squadron insignia on fin, with eagle facing forwards both sides



Left: Upper surfaces camouflage pattern for Ecuador A.F. Mirage F.I (pattern serves most two-tone camouflage schemes)

Below: Upper surfaces camouflage pattern for Jordan A.F. Mirage F.I

Right: Upper surfaces camouflage pattern for Libyan A.F. Mirage F.I

Right: 'Ghost' scheme as applied to South African A.F. Mirage F.Is; note elimination of anti-dazzle panel

Below: Upper surfaces camouflage pattern for Spanish A.F. Mirage F.I

Right: Final upper surfaces camouflage scheme for South African A.F. Mirage F.Is; note '41' of serial repeated on top of air intakes and elimination of anti-dazzle panel



Mirage FIAZ  
World's Fastest Dairy Truck



Below: Mirage FIAZ, 235, 'World's Fastest Dairy Truck' Technology Demonstrator, South African Air Force. White fuselage, spine and fin/rudder, Light Sky Blue sides and Dark Blue wings/tailplane. Formation strips added to fin, rear fuselage, aft of cockpit and wingtips. Flag on rudder; other markings shown in detail far left. 'Avionics Flight Demonstrator' on fin, and 'Denel Aviation' on base of rudder in Dark Blue. Wing and tailplane 'walk' marks in Light Blue. See front cover for upper surfaces scheme







Ala 14 Spanish AF, 'Dragon Hammer'89 held at Trapani-Birgi, home of the 37° Stormo of the Italian Air Force in May 1989 (G. Fassari)

25 Squadron based at Al Azraq, while a second batch of 17 examples, this time F.1EJ (101-117) which were delivered during the following year went to equip N° 1 Squadron based at Mafrak. At present the type is on strength with N° 1 Squadron based at Al Azraq, flying a mix of F.1BJ, CJ and EJ versions.

As already mentioned above, **Kuwait** was the launch customer for the two seat Mirage F.1 version, having acquired two examples (F.1BK, 771, 772) to go with its order of 18 Mirage F.1CK single-seaters (701-718). These were delivered between early 1976 and October of the following year. A number of repeat orders were placed later on to make up for attrition, which was abnormally high. When Kuwait was liberated in 1991 from the Iraqi invasion, a number of its F.1s were refurbished to operational standard by French technicians participating in Desert Storm. These were flown in action by Kuwaiti pilots proudly displaying 'Free Kuwait', in large letters on their front fuselages. However, they were eventually retired from service to avoid confusion with Iraqi Mirages.

**Libya** was another important customer for the Mirage F.1, having initially ordered 16 F.1ADs, six F.1BDs (two-seaters) and 16 F.1EDs, all of which had been delivered by the end of 1979. The importance was more on the accent of quality than on quantity, as these are believed to have been the most sophisticated export variants of the F.1. Enough aircraft had been acquired to form two squadrons that started operations from the Gamal Abdel Nasser air base close to the Egyptian border. Later, these were transferred to the southern desert base at Faya-Largeau for operations against Chad, where the French intervention risked the first F.1 vs F.1 combats; it seems, though, that the Libyan Mirages avoided such contacts. Present status of the F.1 in Libya is uncertain.

More substantial was **Morocco's** acquisition of 30 F.1CH (126-155), 14 F.1EH (156-169) and six F.1EH-200 (170-175), delivered between early 1978 and mid 1982. These were mainly operated in the strike/recce roles fighting the Polisario Front in the Western Sahara. Several Moroccan F.1s were lost to ground-to-air missiles of Soviet origin used

by the rebels, notwithstanding the fitting of ECM pods and chaff dispensers on these aircraft. It is believed that two squadrons of the Royal Moroccan Air Force still fly the type, sharing front-line status with a further two squadrons of F-5s.

**Qatar** ordered a pair of two-seat F.1DDA (QA61, QA62) and 12 single-seat Mirage F.1EDA (QA71-QA82) in 1981, all being delivered two years later. Little is known of their operational use in that country, except that the surviving 13 aircraft were bought by Spain where they were

known as the 'Qataries'.

First customer for the new Mirage fighter was **South Africa**. Interest by the SAAF dated back to October 1971 when an evaluation team of pilots test flew the F.1 in France. The first (N° 200) of its 16 F.1CZ ordered (200-216) remained in France for further development while the first sortie on the new aircraft was flown on 2 December 1974 on '201'. N° 204 was the first aircraft to be assembled locally by Atlas (Denel) Aviation, and as others followed, N° 3 Squadron was formed on the new



Side view of the complex main undercarriage unit of Mirage F.1C (R.J. Caruana)





A pair of Mirage F1CQs of the Kingdom of Qatar Air Force, QA71/A and QA73/C, in their distinctive 'desert' colours. When Qatar retired the F1, the surviving aircraft were bought by Spain (R.J. Caruana Archives)

type at Waterkloof.

An order for 32 F1AZ ground attack fighters (217-249) was placed so as to replace the fleet of Mirage IIIEZs then in service, the first being flown on 24 March 1976. All SAAF F1s were shipped in dismantled form to be assembled by Atlas, except for a batch of nine (239-247) which were flown from France in C.130s. The F1AZs were formed into No 1 Squadron, also based at Waterkloof.

Most notable was the conversion work undertaken on a massive upgrade intended to extend the service life of the type. Mirage F1AZ No 235 was the recipient of a highly sophisticated avionics suite together with other improvements. These included formation strips added to the fin, rear fuselage, spine aft of the cockpit and on the wingtips. A ventral fairing was added between the ventral fins. In a striking White, Sky Blue and Dark Blue scheme, the 'Avionics Flight Demonstrator', as it became known, was more affectionately referred to as 'The World's Fastest Dairy Truck'.

Far more impressive was an attempt by Aerosud to re-engine the SAAF F1 fleet by installing a Russian modified SMR-95 engine on airframe No 216. Initial tests of the 'Super Mirage F1AZ' were flown during 1994. Thanks to a weight saving of 350kg and 10 percent increase in thrust, performance of the modified Mirage was excellent, while there was also a considerable saving in fuel. With the lifting of the arms embargo against South Africa, work on these upgrades was discontinued and the SAAF decided to procure new types of aircraft. The first to be retired was the F1CZ, in great style, as a nine-ship No 3 Squadron formation flew over Waterkloof on 30 September 1992. The F1AZ's career came to an end on 25 November 1997 during a ceremony held at Hoedspruit.

Spain is at present one of the foremost users of the Mirage F1 in Europe, outside France, that is. After protracted negotiations, a first order was placed for 15 single-seat F1CEs that in *Ejército del Aire* service were redesignated C.14s. Thus, serials Spanish F1s carry the C.14 prefix followed by progressive numbers from 1 to 91. The first order was followed by a second calling for the delivery of 30 F1CEs together with six two-seat F1BEs. Two units were formed on the new type at Albacete Los

Llanos, *Escuadron 141 'Chico'*, and *Escuadron 142 'Dardo'* (*Ala de Caza 14*). A third unit, *Escuadron 462 'Halcones'* was equipped with a further batch of 22 F1EE (*Ala de Caza 46*) based at Gando, Las Palmas (Canary Islands).

Apart from buying the entire surviving stock of F1s from Qatar, Spain took the bold step of modernising its fleet with the avionics suite originally intended for the SAAF Mirages. Eventually South Africa opted to retire its F1s and acquire a new type rather than go through an expensive upgrade. Spain, however, not only

displayed interest but took up the offer, with its F1s receiving a new lease of life as from 2000 with the designation Mirage F1M. Spain, therefore, was to be the user of the largest number of variants, which include the F1C, F1CE, F1B, F1BE, F1EE, F1EDA, F1DDA, F1M and F1BM. *Escuadron 462* has since converted to the F/A-18, leaving the other two units – 141 and 142 based at Albacete (Los Llanos) – to continue flying the F1M and the F1BM.

*Richard J. Caruana*



More important close-up details; note the 30mm cannon, the perforated air brakes and landing light (R.J. Caruana)



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# Resin Raven

## The Focke-Wulf Ta 183

by Jean-Christopher Carbonel

### History

**A**round 1942, the Focke-Wulf company engaged in research to evolve a jet fighter from their highly successful Fw 190 prop-driven fighter-bomber. The various designs strayed away from the original shape while specific features associated with jet fighters (and the higher speeds expected from this new propulsion) were incorporated into the concept. In late 1943 two basic vehicles had been designed, the Project V and the Project VI. Project VI was a twin-boom machine quite similar in appearance to the de Havilland Vampire but Project V was a plump little fighter with highly-swept wings and a characteristic high T-tail. Project V was refined during

1944 using wind tunnel and free-flight models and in February 1945 this design was entered into the Jägernotprogramm (Emergency Fighter Program). Often claimed to have been selected as the winner of this competition by post-war historians, this has never been completely proven as it seems the results of the JNP were never published. However of all the entrants in the competition, it was the only one to get an official reference from the RLM : 8-183 prefixed Ta for Kurt Tank, the general manager of Focke Wulf. What is certain however is that this design was the nearest to actual production of all the competitors with a first series (Null-serie: A-0) to be

produced from Autumn 1945 with a Jumo 004 engine, to be superseded by the A-1 series when the more powerful HeS 011 became available.

The Ta 183 gained recognition in the fifties when the straight-derivative Pulqui II was built by Kurt Tank himself in Argentina while various other jets like the Saab 29, the MiG-15 and possibly the Dassault Ouragan appeared somewhat inspired by it. However despite recent claims by another kit manufacturer, it does not seem the Soviets built any straight copy of it. The Soviet design bureaus were quite reluctant to directly copy German designs and the Sukhoi copy of the Me 262 incorporated many differences, most noticeably a

straight wing, and the German teams working in the USSR had been collected from Junkers AG and were busy reconstructing Junkers designs for their new masters and would not have made a Focke-Wulf design!

### The Model

When this kit was first revealed at Scale ModelWorld 2002, it attracted a lot of attention and enthusiasm due to its large photo-etched nickel silver fret, decal sheet and the general appearance of being a limited production injection kit. The enthusiasm was only limited by its huge price, especially considering cheap injection kits of this machine already existed from PM and Revell.

When the model arrived it was



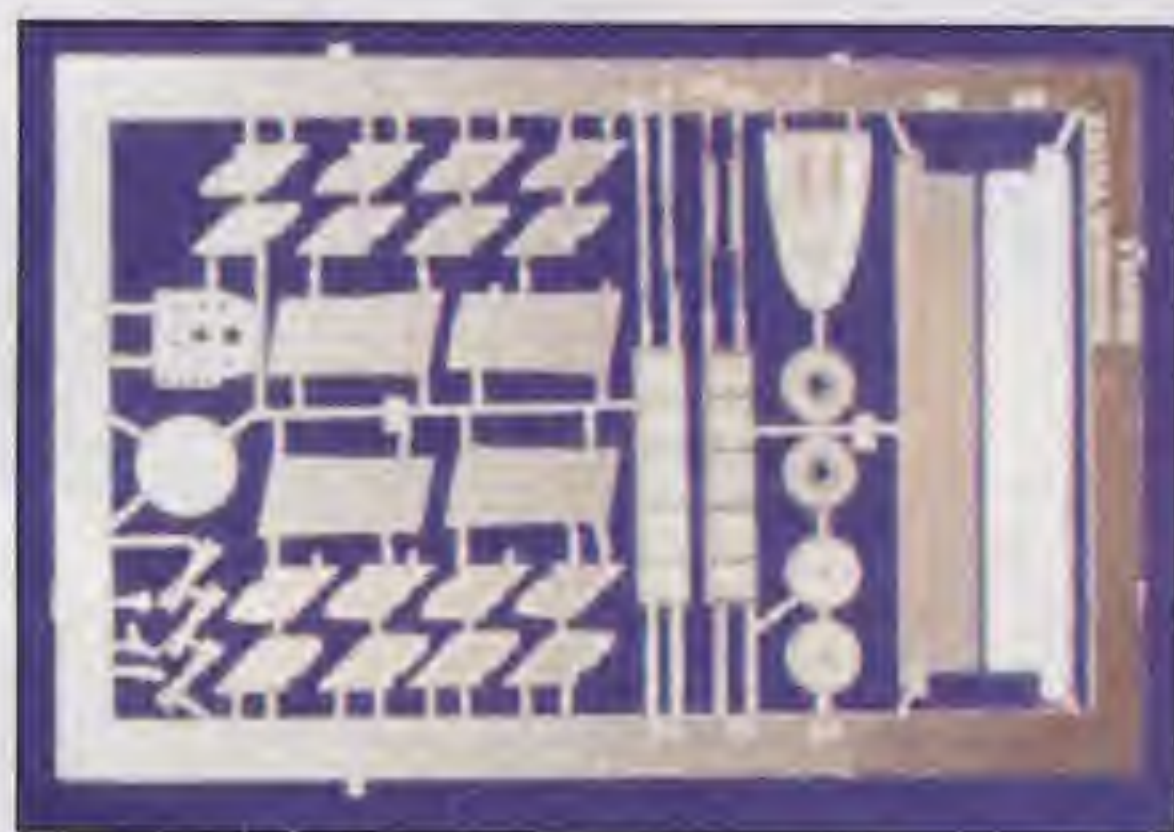
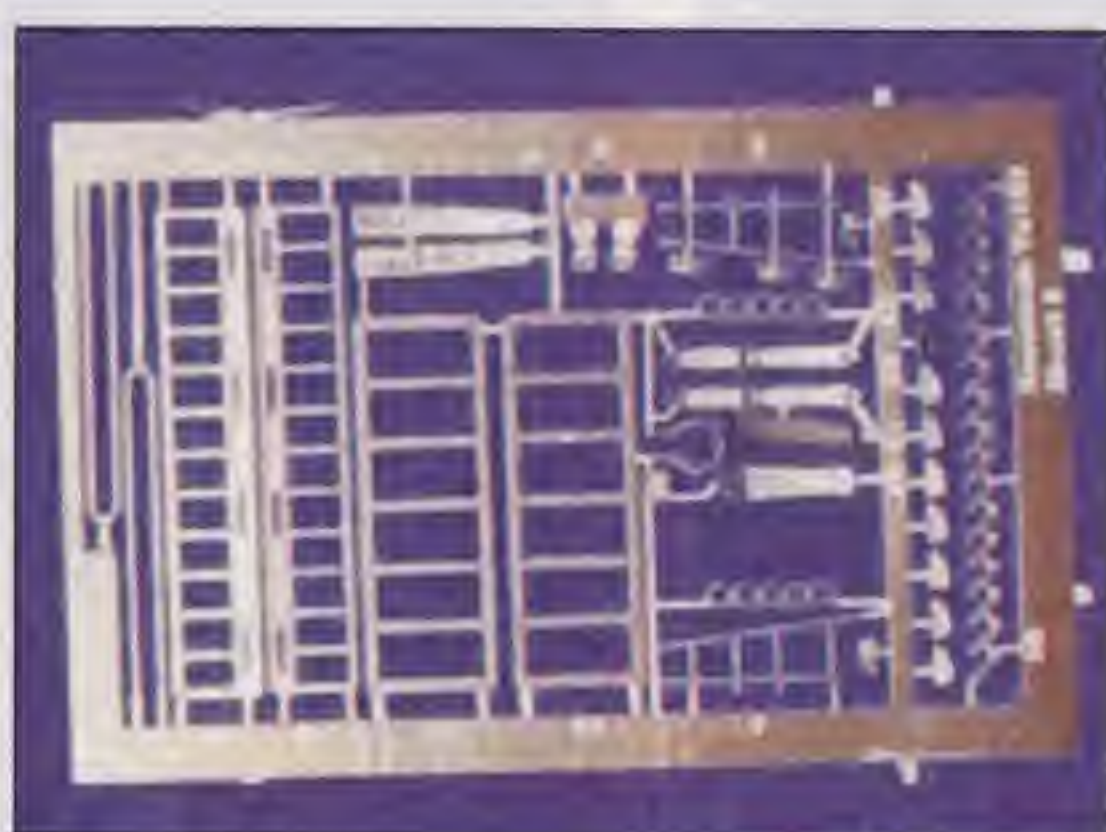


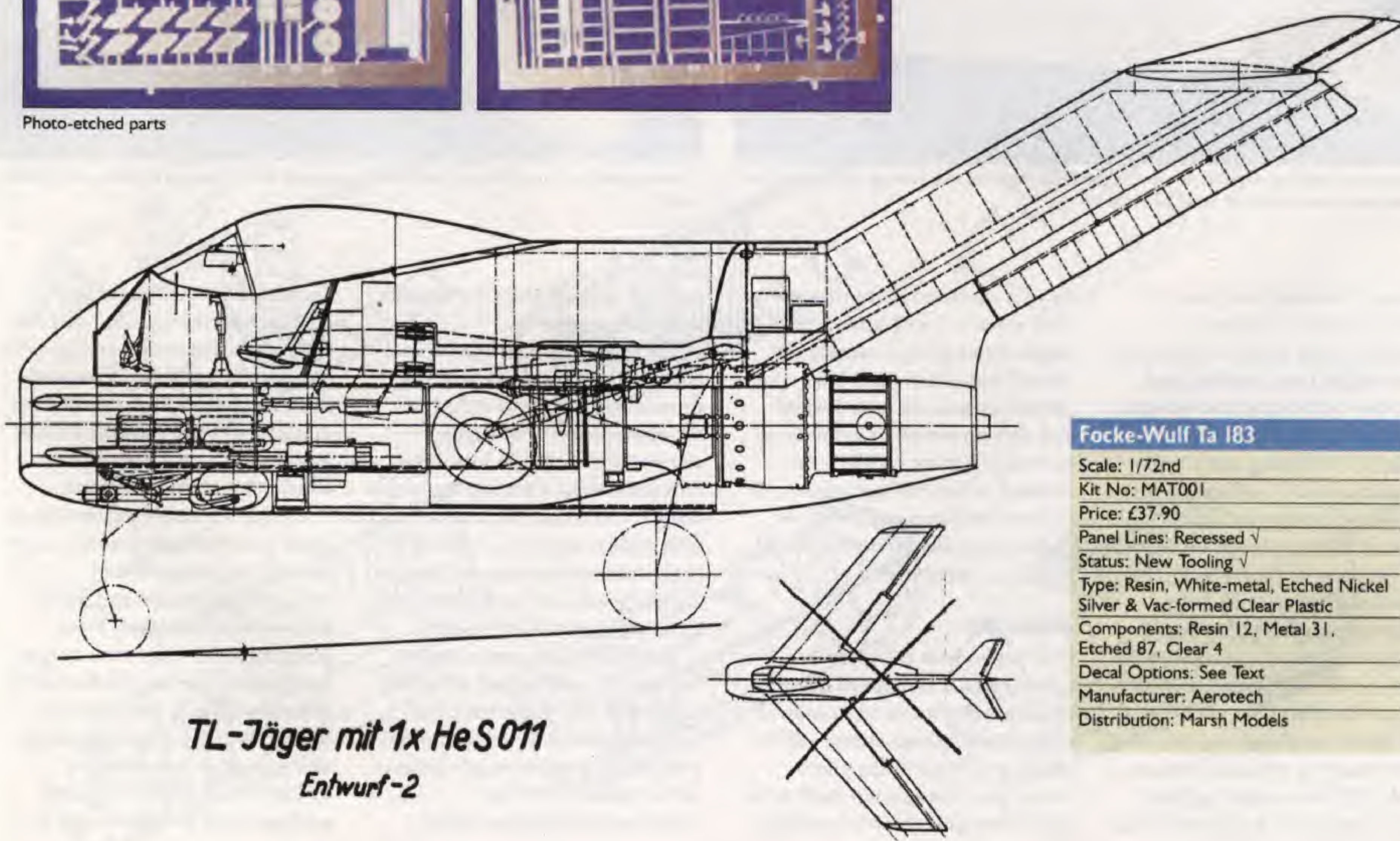
Photo-etched parts



1/72nd Scale

Distributed by

Marsh Models



TL-Jäger mit 1x HeS011  
Entwurf-2

#### Focke-Wulf Ta 183

Scale: 1/72nd

Kit No: MAT001

Price: £37.90

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Resin, White-metal, Etched Nickel Silver & Vac-formed Clear Plastic

Components: Resin 12, Metal 31,

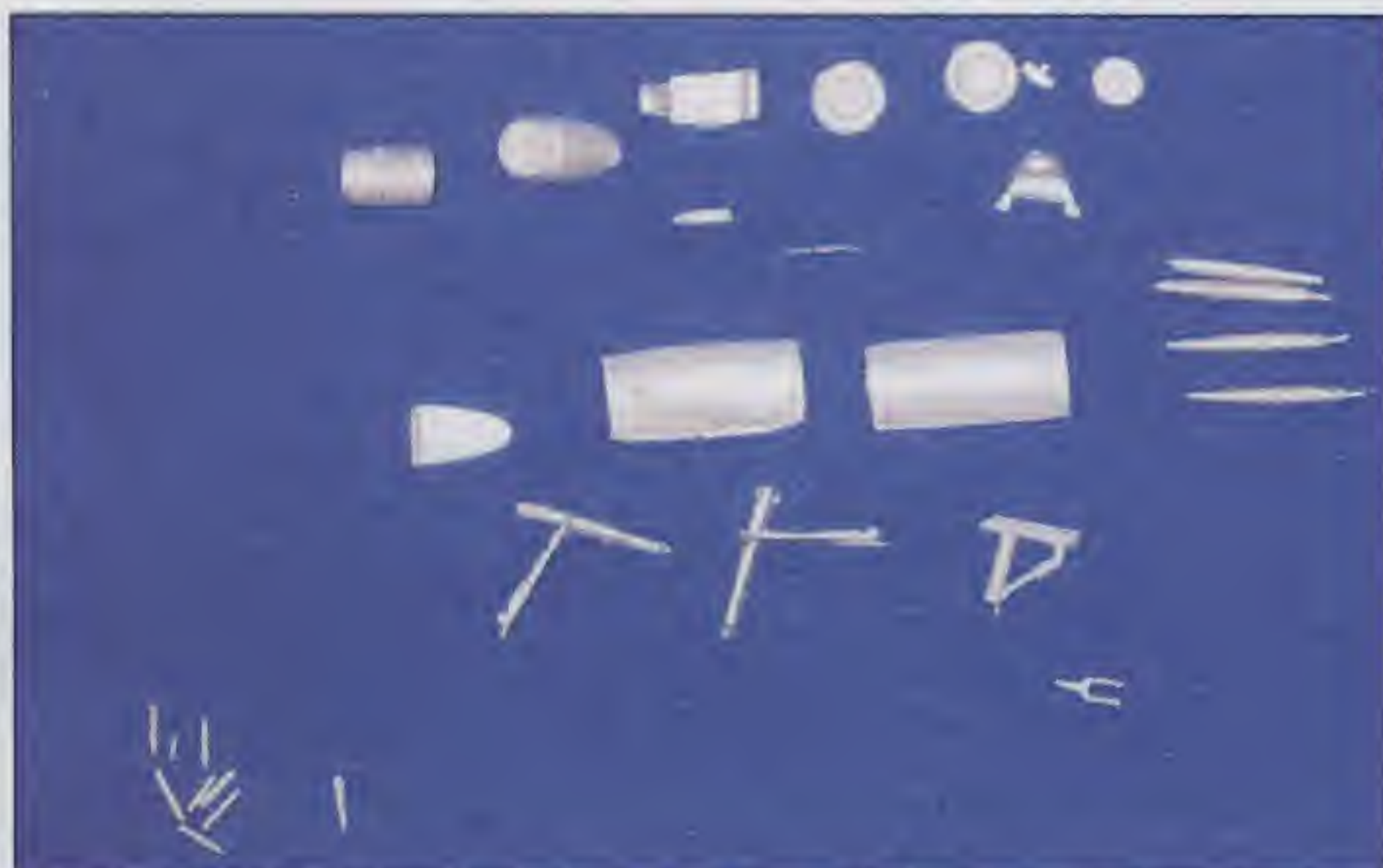
Etched 87, Clear 4

Decal Options: See Text

Manufacturer: Aerotech

Distribution: Marsh Models





The metal parts include wheels, undercarriage legs, exhaust, front intake, main undercarriage outer doors and missile fuselages



The two fuselage halves waiting to be glued together. The exhaust nozzle was inserted after the fuselage had been completed



Underneath it was also necessary to sand the joints between the two fuselage halves. Note the half-recessed bomb bay is not depicted in this kit



Initially I thought the parts were styrene (plastic) but actually they are resin



The wing was warped and required some attention with a hair-dryer



The completed airframe; filler and sanding was necessary at the karmans and along the fuselage spine

revealed to actually be a resin kit (hence the high price) with numerous metal parts, a really large photo-etched fret, a well printed decal sheet with numerous options including stars and bars for a captured US machine and a well-designed colour(!) instruction sheet. The cockpit canopy and more curiously the wing lights are offered on a vac-formed sheet which is exceptionally clear. Four X-4 missiles are supplied (this would certainly have been a weapon of choice for the JNP winner, but no wartime document has yet surfaced showing its installation on any other aircraft than the advanced version of the Me 262) but supplying their support pylons on the photo-etched

fret is a curious mistake to make in 2002 when it is well-known that photo-etching is not suitable for three-dimensional parts (and wing pylons certainly do have a width and even an airfoil!). Curiously no provision is made for the semi-recessed centre-fuselage weapon bay but one can imagine that on dedicated fighter versions it would have been faired over.

### Assembly

It all begins with the cockpit interior which is supplied in a mix of resin (tub), metal (seat, control column) and photo-etched (all the rest) parts. Some of the photo-etched parts are just too small to be used (jet engine throttle controls)

but even without them the interior does look impressive.

The main undercarriage bays are boxed and some extra detailing is provided on the photo-etched fret for what appears to be engine components/wiring. It does seem unrealistic to have muddy synthetic rubber tyres coming in near contact with a hot jet engine so I choose not to use these detail parts and to paint the whole bay as if wholly boxed and separated from the jet engine.

The nose intake is provided in the form of a metal part with very little depth but this is not a real problem because a) being in metal it contributes to the weight balance of the model and b) the manufacturer provides engine

blanking plates (to guard against Foreign Object Ingestion when the engine is not running) on the photo-etched fret. Unfortunately these turned out to be too small in diameter so I had to make a wider one in plastic card. I attached a handle to it at the same time.

Fuselage assembly required some effort but nothing that could not be cured by a generous use of cyanoacrylate cement and many sections of 'Scotch' tape. More annoyingly the wings were warped and required the use of a hair-dryer to restore them to their correct shape. The right wing leading edge also appears to be somewhat different from the left wing and nothing could be done to cure it.





above: A view inside the cockpit which looks quite busy and effective even without tiny photo-etched control knobs

left: This close-up illustrates the interior of the cockpit but also the need to sand the fuselage joint line



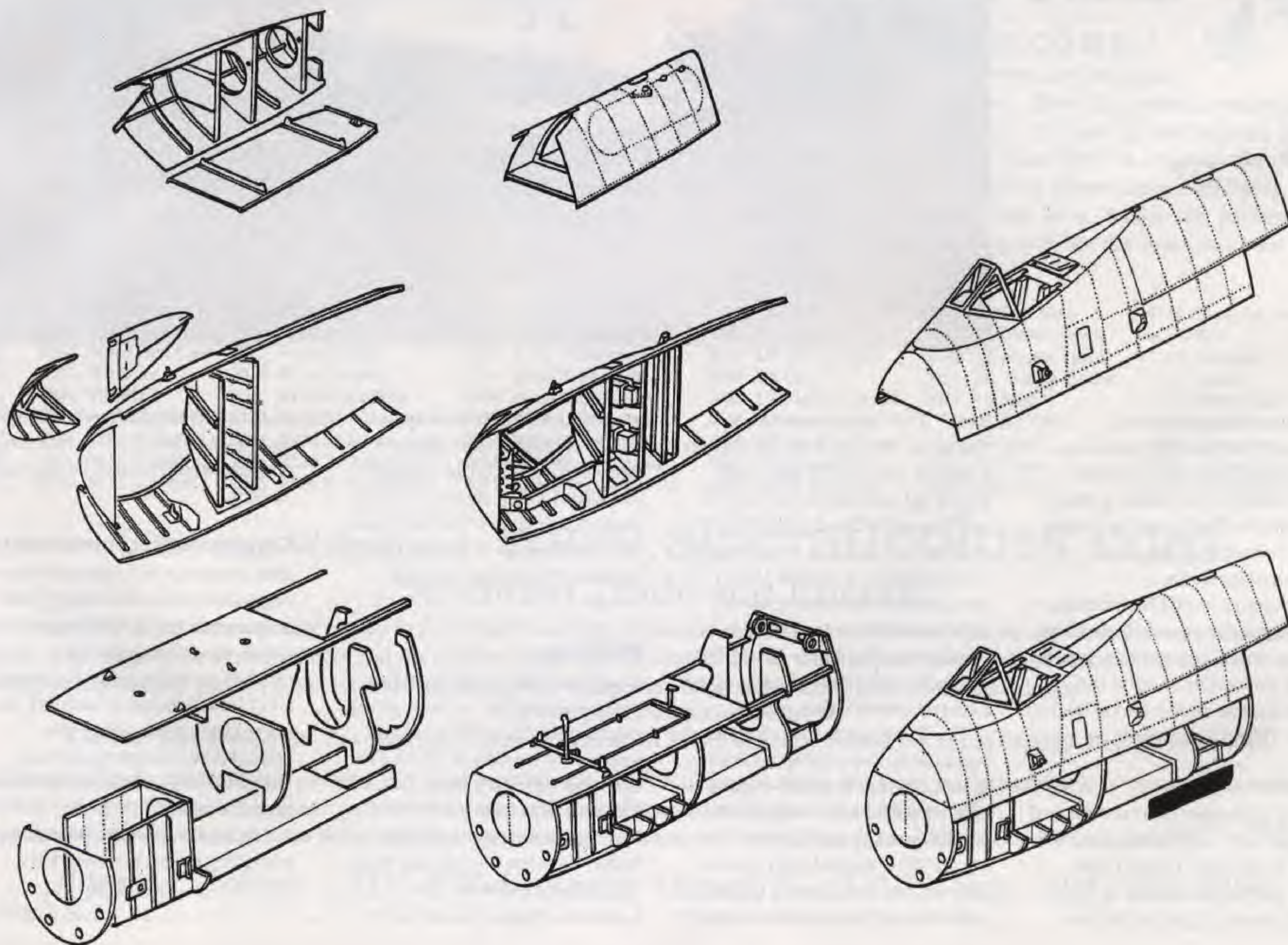
The near-completed model viewed from underneath with the undercarriage in place but not detailed and the ex-Dragon missile pylons



The model during painting with the canopy suitably masked



The model, painted in its primary colours, has to suffer more puttying to ensure a good fit for the canopy. Really the canopy is not a bad fit...it is rather my method which is a bit messy





# Focke-Wulf Ta 183



The landing gear is well conceived with sturdy metal legs, resin wheels and photo-etched wheel details. I just added a brake cable on the front wheel and door retraction jacks on the main undercarriage doors.

The engine nozzle fits perfectly in its cavity at the rear of the fuselage but the 'onion' is somewhat generic so it is impossible to tell if the model depicts an A-0 (Jumo 004) or an A-1 (HeS 011) variant.

## Details

Instead of the tiny clear vac-formed parts for the wing position lights, I chose to use clear red and clear green plastic bits sanded to shape (party shakers supplied the basic

parts). The Gonio antenna was placed on the top of the fuselage in a blob of clear acrylic gel. Clear acrylic gel was selected because it can be easily shaped into the correct aerodynamic form. A Morane mast was taken from a Special Hobby kit as strangely (considering all the parts provided on the fret) it is not provided on the photo-etched fret. A liberal application of paint gave it a correct aerodynamic profile.

The X-4 provided are complex to build (body and wire spool fairing in metal, wings in photo-etching) and not particularly well detailed. I pirated some from a Dragon Me P.1101 (I needed their pylons anyway) and even those I found rather delicate to assemble correctly

so in the end I only used two.

The cockpit canopy was not particularly difficult to position. I just added a thin sheet of styrene immediately under the windshield to emphasise the continuing profile between the fuselage and the canopy.

## Markings

I only used the decals provided which worked fine without giving any trouble. The yellow tail was inspired by reading in 'JG 54 First on Dora' which is a book about the first unit to receive the Fw 190D, that for training purposes, the Staffel Kapitän aircraft had their tails painted yellow to ease formation flying. I thought that

pilot quality would have probably decreased by late 1945 so this same measure would have to be applied to Ta 183s.

## Conclusion/Recommendation

Even though it still possesses some beginner's faults (like using photo-etched parts for airfoil shaped items) this turned out, once finished, to be an enjoyable model and I look forward to building the other kits announced by this manufacturer, most notably the Gotha Go P.60, which has not been kitted before.

My thanks to Marsh Models for providing the kit reviewed here.

*J.C. Carbonel*





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1/32nd Scale

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Hasegawa

Distributed in UK by

Amerang

by Steve Evans

The Bf 109G was the logical progression from Messerschmitt, to try and keep the Luftwaffe's premier front line fighter competitive in the air war over Europe. With more power and better armament the G-2, then the G-6, was brought into service with a multitude of modifications and 'ersatz' field additions. The G-14 was the company's attempt to rationalise the many variants into a single standard to simplify and speed up production. The G-14 had a larger, wooden tail and rudder, the new Daimler Benz DB605A engine (some fitted with an uprated water-methanol injection system) and the Erla Haube canopy.

This particular G-14 was the mount of Erich Hartmann, the 'Ace of Aces' with an incredible 352 confirmed

air-to-air victories, all on the Eastern Front but against aircraft and pilots from a multitude of nations.

The decoration, or 'Black Tulip', wrapped around the nose of Hartmann's aircraft became so well known and feared, that he was eventually told to remove it from his aircraft, as the Russians had put a bounty on the pilot known as the 'Black Devil'.

Hartmann survived the war, despite being shot down on more than a dozen occasions, only to be handed over to the Russians who put him on trial and imprisoned him for ten years for his 'war crimes'.

### The kit

My mate Dai (bless him) has a thing for Willi Messerschmitt's little 109; for some reason he loves it. I've already

made four for him and there's another half dozen to do, covering just about every variant used during World War II, as well as the Spanish Civil War and the post-war Avia (in Israeli markings which is an interesting moral thought provoker). This kit however is going to be the centrepiece of the collection and rightly so.

The box is beautiful, great artwork depicting 'Bubi' Hartmann's G-14 in

full winter camouflage against a dramatic mountain backdrop, giving you a real sense of anticipation (Photo 1). On opening the box you're not disappointed; six sprues of beautifully moulded grey plastic, one clear sprue, a comprehensive instruction sheet and a set of excellently printed decals, complete the picture (Photos 2-5).

On closer inspection of the individual parts the sense of anticipation does not diminish, the detailing is delicate with little flash, the panel lines look crisp and all the shapes are smooth, without sink holes or ejector pin marks. Hasegawa at its best? (Photos 6 & 7)

I've only made one other Hasegawa kit in this scale, an old P-26 kit, re-boxed as an Academy, so seeing how Hasegawa have handled the new

### Messerschmitt Bf 109G-14

Scale: 1/32nd

Kit No: ST18

Price: £24.99

Panel Lines: Recessed ✓

Status: Revised Tooling ✓

Type: Injection Moulded Plastic

Parts: Plastic 117 (Grey), Clear 11

Decal Options: 3

Manufacturer: Hasegawa

UK Importer: Amerang Ltd





# 'Bubi' Hartmann's Black Tulip

tooling and manufacture of a modern 1/32nd kit is interesting. It would seem that the years of perfecting the art in 1/72nd and 1/48th (my favourite) has served them well and this kit looks the business.

## Instructions

These are typical Hasegawa, eight pages of A4 size printed as a single, continuous sheet. Page one shows three images of the completed model surrounding a brief history and data table. Pages two, three and four show the assembly sequence as a series of exploded diagrams, with detail painting instructions and individual part notes. Page five shows the sprue layout and the paint indicator table (more of which a little later). Pages seven and eight are the marking and painting guides, all of which are



excellently printed with clear details, especially the last two pages that contain a four-view picture of each version on offer.

## Construction

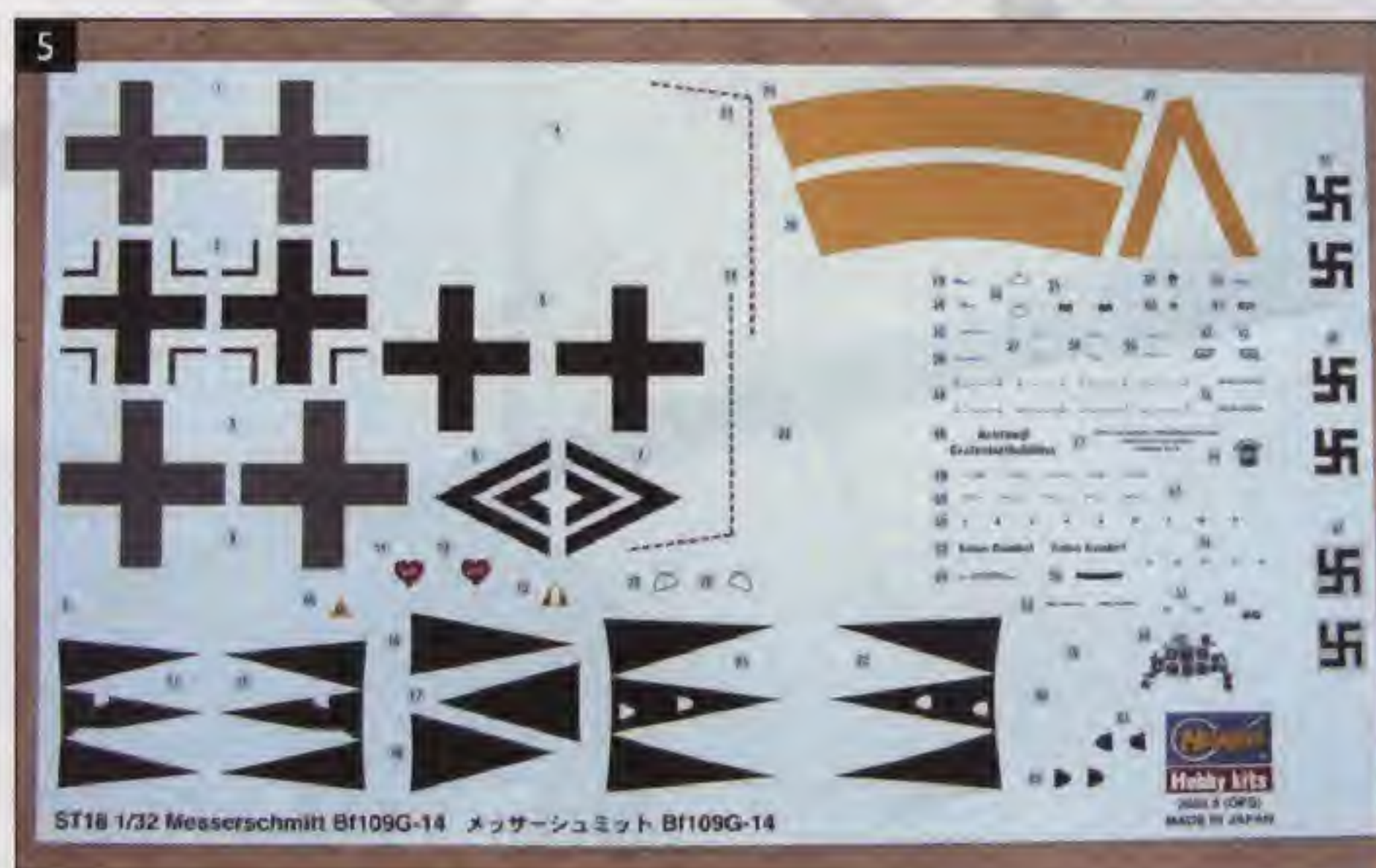
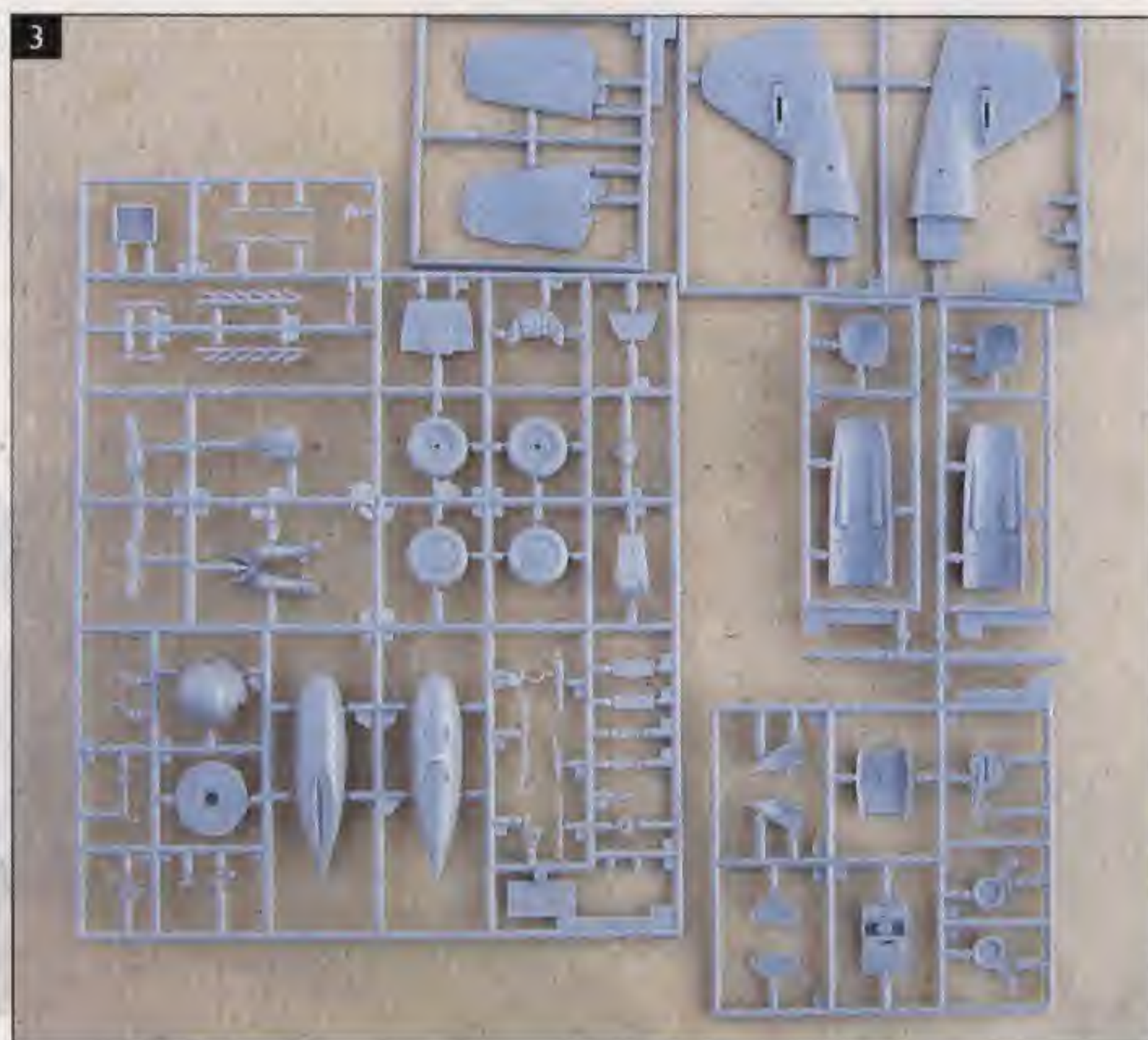
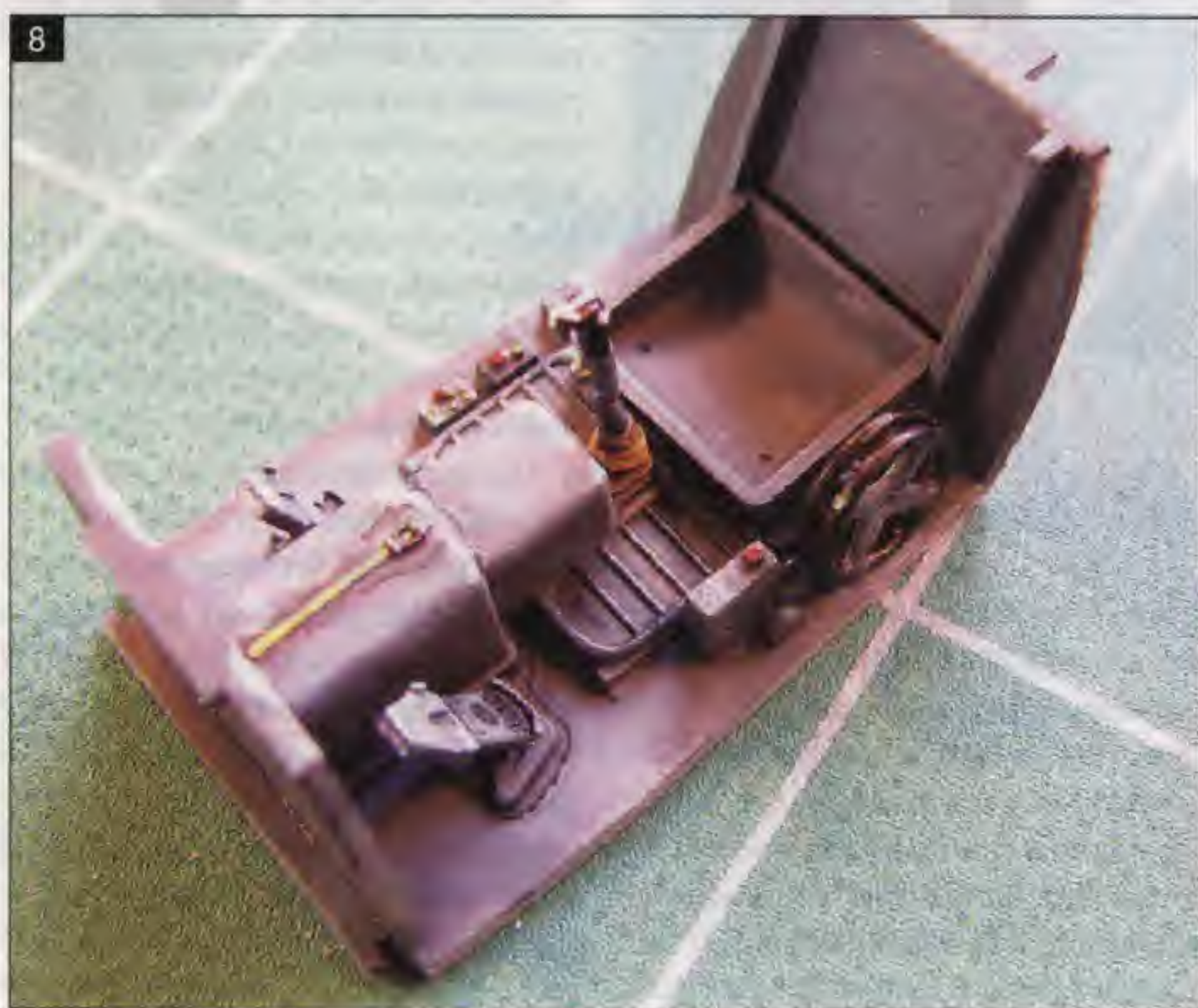
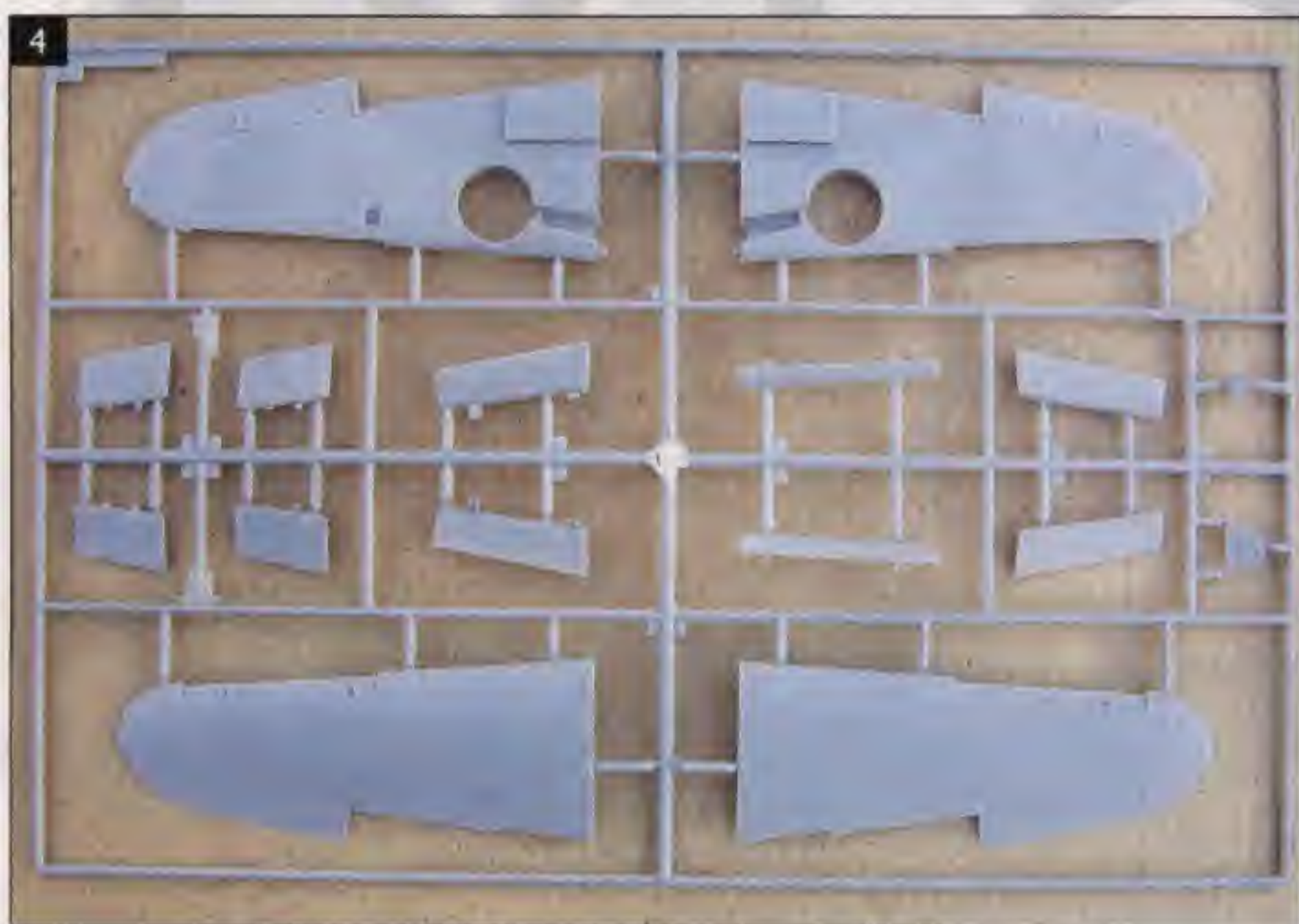
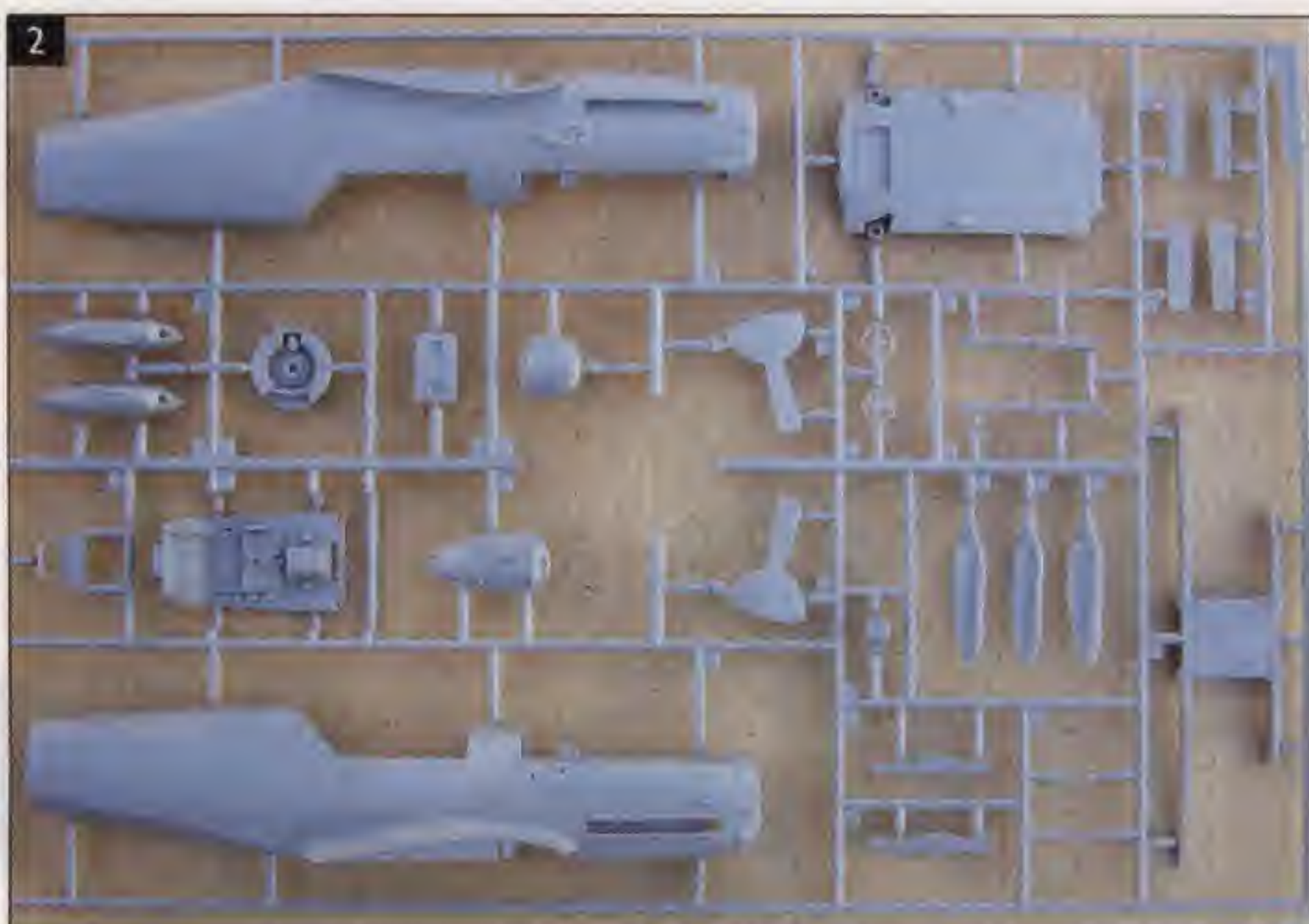
As usual we start with the cockpit tub. It consists of ten, reasonably detailed pieces that fit together well, without

fettling. Painted in Humbrol 67 to represent RLM 66 with a black wash, then highlighted with light grey and silver (Photo 8). The cockpit detail is moulded into the fuselage sides, once again with a reasonable amount of detail. With the few parts to be added it builds up into a good looking interior (Photo 9). All of this gets the

interior colour treatment before detail painting of the individual bits and pieces in accordance with my references. One bit I did alter was to splice a tiny clear piece into the pipe work on the right hand side of the cockpit wall, made from stretched sprue and cut to length. This was to represent the length of clear tubing that runs along the cockpit edge.

The instrument panel presents you with one of those awful choices: do you paint the fine raised detail, or do you shave off the raised portions and use the excellent decal provided on the sheet? In the end I opted to paint, as I like the look of the raised dials. Using the decal as a reference for the colours, starting from a base of dark grey with a black wash, I picked out the dials with white, yellow and red as required, then filled them in with









gloss varnish to represent the glass fronts which gave a reasonable result (Photos **10 & 11**).

Whilst I was waiting for the cockpit stuff to dry I decided to put the figure together. This is a bit unusual for me as I don't normally put the pilot figure in, but as this particular model was going to end up on a stand 'wheels up', I needed Herr Hartmann in his 'office'. The German airmen used a variety of uniform types during the later years of the war so it took a little detective work to find out Hartmann's work wear. It seems he nearly always flew in the black leather jacket, grey-blue trousers and black, suede, flying boots, with brown leather gloves and helmet, so this is how I painted him.

The moulding of the figure itself was quite good with nice detailing but

a fair bit of flash, especially around the hands, legs and flying helmet (Photo **12**). Cleaned up and painted in their respective colours he looks quite good sat in the completed tub (Photos **13 & 13a**). On the topic of painting, the paint indicator chart in the instructions is all over the shop, it's fine until about half way down the list, and then it all goes badly wrong. A strange piece of misprinting or something has mixed it up quite nicely so don't follow it too closely or you'll have a very strange looking 109 indeed!

Once the interior was complete (Photo **13b**) it was time to put the fuselage halves together and here came a slight disappointment, as they require careful trimming of some flash and once together the fit was not great, requiring a buttering of filler along the lower joint just aft of the

wings and along the underside of the forward fuselage (Photos **14 & 15**). I have just finished a 'George' in 1/48th scale from Hasegawa and it was faultless, possibly the best fitting kit I have ever made, so maybe I was expecting too much. The tail assembly, however, WAS a good fit. Careful cleaning up of the rear fuselage joint provided a good mount for the taller wooden tail, once again with some nice moulded detail especially around the rudder. The rear horizontal tailplanes also fitted perfectly, each having a little moulded tab that locked into the other through the vertical tail giving a very strong joint (Just take care to fit the right tailplane on the right side because they fit just as well the wrong way round, as I found out!)

When it comes to fitting the upper

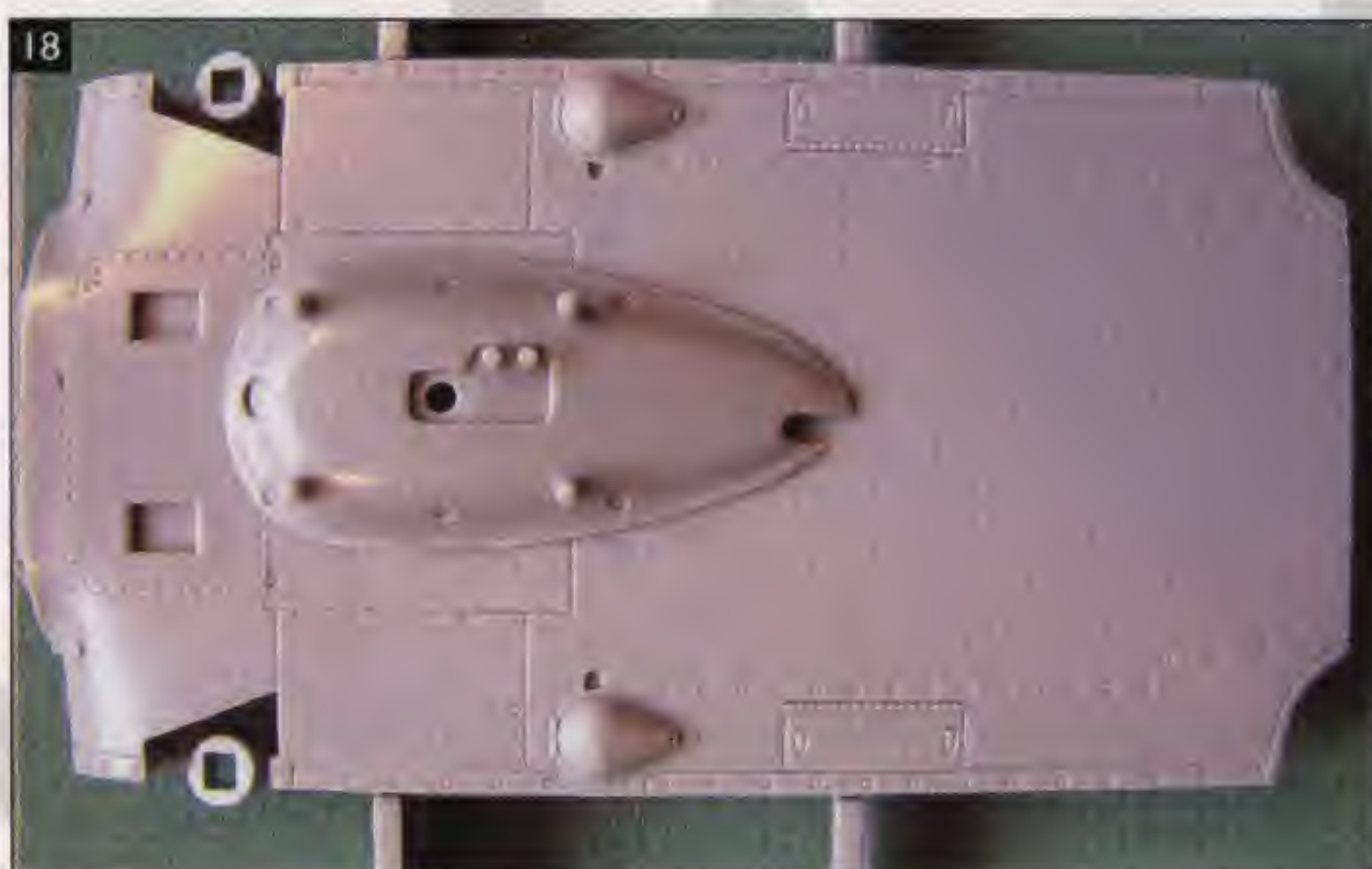
engine cowl you have a choice of alternative parts, one smooth, the other with more panel lines, depending on your final choice of aircraft and once again this required careful trimming to get a good fit as it wasn't perfect, being just a little too narrow at its trailing edge. This didn't bother me as it was soon to be covered by the bulged panels for the machine gun breeches. You have a choice of parts here as well so don't make the same mistake as me and try to fit the wrong part on the wrong side, no wonder that bit didn't fit at all well!

While I set all this aside to dry I turned my attention to the wings. The interior of the wheel wells has some nice detailing, painted in RLM 02 with a dark wash and highlighted it looks quite good. The radiators were painted in bright silver then given a









wash of black before being cemented into place in the lower wing. The opening for the wheels in the lower wing surface also needs to be altered. Later marks of the 109 had square-edged wheel wells so you need to do a bit of careful cutting and trimming; the instructions point this out to you and it is quite straightforward (Photo 16). Also don't forget to open out the holes for the upper wing bulges before you put the wing halves together.

Once all these bits had dried off I decided to undercoat the areas where the yellow theatre identification marks would be, the reason for this being that the paint would have plenty of time to harden before I got on with the real painting (Photo 17).

The wings and centre section, complete with wing spars, slotted into

position very nicely indeed, the centre section having been previously assembled to include the drop tank mounting plate (Photo 18). All of a sudden the collection of bits was starting to look like a 109 and a good-sized model too (Photo 19).

With the main assembly set aside to dry I turned my attention to some of the 'bits'; drilling out the cannon and machine-gun muzzles, trimming the propeller blades, painting the gunsight and tailwheel assembly, etc. I then decided to put the propeller and spinner together. The blades, having been cleaned up, were painted in RLM 70 Schwartzgrün, the hub that they attach to was given a coat of grey and then highlighted in silver before the spinner was stuck into position, a surprisingly bulbous looking item in this scale. If you look at the picture of

the completed model on the instruction sheet it is clear that they have painted the spinner in dark green, but my picture references and source material says it should be black, so black it is. The thin white spiral is something that I would normally have painted by hand but in this case I decided to use the decal supplied and I'm glad I did as it went on cleanly and looks much 'sharper' than a hand painted stripe would.

The wheels were next up and these have a distinct tread pattern that needs careful lining up if they are to look right. There is a moulded key on the wheel halves that locates the pieces together, but this still has a fair amount of free play so you have to take care with the moulded pattern. Once dry the whole wheel/tyre assembly was given a coat of matt

black, then the tyre was highlighted in various shades of grey whilst the wheel hub got a light dry-brush of silver to pick out the, frankly lovely, detail.

Following swiftly on their heels was the centre-line drop tank and this was a disappointment as the fit of the two halves was not the best, leaving an ugly, raised joint line necessitating some careful trimming and rubbing down when dry. Apart from this, the detail work on the tank is excellent; the little filler cap is a work of art, a pity it's going to be hidden under the aircraft's belly (Photo 20).

Now that the main assembly was set I decided to attach the slats, flaps, etc. As I have mentioned this kit is going to end up on a stand, 'flying', so I elected to represent the aircraft in a 'clean' configuration. I started with the wing leading edge slats and





promptly got the shock of my life; Hasegawa have produced a part that doesn't fit! Not only were the slats slightly too long, necessitating careful trimming, but the bits don't have the same contour as the leading edge of the wing and once set into position they leave a step of about 1mm. to the lower edge. Ah well, bring on the Milliput (Photos **21 & 22**).

Once dry, an overnight job, the wing leading edge was filed and sanded, then the detail was cleaned out with a sharp pointy thing and the panel lines rescribed. Then it was on to the trailing edge flaps and radiator doors. Once the mounting tabs had been removed these slotted in perfectly, with just the minimum of fettling to get a perfect fit. The mounting tabs are there to put these items in the correct position when

the aircraft is on the ground and the hydraulic pressure has bled away. I did a trial fit of the bits in this position and it looks really good. If I get to do another 109 in this scale, and it looks like I will, that is definitely the way I'll do it.

Next up was the cockpit canopy. I like to put the canopy in place before painting to give it a more built-in look, so it was out with the masking tape and Humbrol's Clearfix. The canopy comes in two parts and a dry run of the fit found them to be a little on the long side, necessitating careful filing of the vertical edges of the front windscreen, to get a snug fit. Stuck into place with a healthy blob of Clearfix the canopy and front windscreen look good with nice rivet detail around the framework of the lovely clear plastic (although mine did come with an

annoyingly deep scratch on the inside, side panel of the canopy portion.)

Knowing that the Clearfix would take a while to set properly I decided to paint the yellow ID bands and set the whole thing aside to dry overnight before embarking on the start of the main painting sequence.

#### Colour options and painting

There are two options in the box; the first is for 1./JG 53 in full winter camouflage, as displayed on the excellent box artwork, the second is for 7./JG 52 in October 1944 summer camouflage and this is the version that Dai had chosen for his 109.

The lower surfaces are RLM 76 light blue and the upper surfaces are a disruptive pattern camouflage of RLM 75 Grey-violet and RLM 70/74 Grey-green. This last colour was a

factory mix of RLM70 and RLM74; the known users of this colour during 1944 were Erla (where this particular aircraft was made), Messerschmitt Regensburg and WNF who produced both the G and K models.

As usual I started with the lightest colour first and applied two coats of the RLM 76 (Photos **23 & 23a**), followed by a touch of a lighter shade in the centre of the panels, then a darker shade and some pastels along the panel joint lines (Photos **24, 24a & 24b**). The Rembrandt range of pastels made by a company called Royal Talens, used in moderation, can produce a lovely effect when weathering, and they also hold their colour well after being lacquered when some other types I have used tend to disappear.

Next came a coat of RLM 75 on the









upper surfaces followed by marking out and applying the RLM 70/74 mix (Photos **25 & 25a**). Two coats of each gave a good even coverage then the demarcation lines of the camouflage pattern were feathered in a little and the whole top surface was given the panel line work out. Next up was the fuselage and tail mottling, a simple mix of the two camouflage colours but not easy to do with a paint brush. A bit of patience and effort however and a reasonable effect can be obtained (Photos **26 & 27**). All of this was once again followed by the application of various pastel shades (Photo **28**) and a few bits of silver where the paint had been chipped away in service. The whole model was then set aside to thoroughly dry out before being given a coat of gloss in preparation for the decals.

### Decals

A lovely set of markings is provided for both versions in the box. They are beautifully printed in perfect register and good colour density which went on with little effort, drying out with only a little silvering which was probably my fault more than the decals.

Now, let's talk about that 'Black Tulip'. There are two versions of Hartmann's striking decoration on the decal sheet and as this was being done as a review kit I decided not to paint the markings on as I normally would have, but to use the decals and report on my efforts. The nose of the 109 is a complex shape made up of double curvatures, indented panels and bulging intakes, so to expect a flat decal to sit on this kind of shape unaided is asking too much. If you

do decide to use the supplied markings be sure to have a bucket or two of Micro Sol or Decalfix to hand because you'll need it! I ended up cutting the decal into six separate pieces and applying each one individually as opposed to trying to wrap two large pieces around the nose. After a long while and some painstaking adjustments I got a pretty good result but when all is said and done, if you CAN paint it, do it! (Photos **29, 30 & 31**). Decal Rating = 8/10. They just take a bit of work.

### Final assembly

Before I gave the 109 a couple of coats of matt varnish it was time to fit all those little bits I had left off for fear of breakage. This included those spindly undercarriage legs

(with doors), the pitot tube and the antenna on the port wing, the radio mast and DF loop mounting plate on the fuselage behind the cockpit, the mass balance weights for the ailerons and the two MG131 machine-gun muzzles.

After spraying I touched up the weathering, fitted the aerial wires and finally unmasked the canopy. After heaving a sigh of relief that the transparency was still clear and unmarked it was time to take stock (Photos **32 to 37**).

### Accuracy

The model, when complete, has a span of 310mm and a length of 281mm, scaled up this equates to 9.92m and 8.99m respectively. The real thing has a span of 9.9m and a length of 8.86m; scaled down this





equates to 309mm and 277mm respectively. This means that the model is 1mm overspan and 4mm overlong. Considering my measuring and workings out may not be the best in the world this is just about spot-on. Just as important to the model is its 'look'; the way this one sits on the ungainly, splayed out undercarriage is excellent, it certainly captures the look of the real thing. It also brings home how much of a handful this thing must have been on the deck with such a narrow wheel track!

### Conclusion

I have to admit that I ended my time with this kit just a little bit disappointed, not in the finished result because it does make a pleasing model, but in the way it

went together. Maybe I was expecting too much having been spoilt by the last Hasegawa that I did, the Shiden-Kai 'George' in 1/48th, which was truly superb. This kit is still very good and with a little patience and hard work will produce a first-class replica of Hartmann's Bf 109G-14. No matter what the minor problems of part alignment and decals that require a bit too much effort, just one look at the exceptional artwork on the box and I could forgive a lot worse.

Bring on the next one.

*Steve Evans*

### References

- Luftwaffe Fighter Aircraft in Profile: Schiffer Publishing
- Osprey Modelling Manual, Bf 109: Osprey.
- Warplanes of the Third Reich: Galahad Books.
- The Luftwaffe Album: Arms and Armour Press.



Post Script - Here is a shot of the model converted to go on the stand. It's pretty good on its own but as a central focus for a collection of 109s it becomes quite impressive. Thank you Dai for giving me the opportunity to get to grips with the 109 in this scale, and hopefully there is another on its way soon!



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# Quick Build

## Dora – the downstairs maid

The Fw 190D-9 in 1/32nd Scale

by David Francis



A few years ago Hasegawa brought out a deluxe kit of the Fw 190D-9 retailing for a massive £40, a real curate's egg of a kit combining parts from their poor 1970s 'A' model with state-of-the-art improved parts to make a D-9. I invested in one but the amount of work needed to make a good model from it meant that it stayed as loft insulation. When I heard that Hasegawa were bringing out another D-9 I feared that this was that old kit being reissued again. I am pleased to say that my fears were groundless, as this is an all-new kit with absolutely nothing in common with their previous attempt at a D-9.

The quality on this kit starts with the attractive box art spoiled only by the black box on the tail covering the

swastika, which is a requirement in some European countries.

The plastic is typical Hasegawa, fine recessed panel lines combined with a fair amount of detail in all the areas that matter. Another big plus in my view was that this kit also seemed to suffer a lot less from the prominent ejector pin marks that I found in annoying, hard-to-get-at areas on their F-8 Crusader.

This was one of those kits that pushed its way on to the workbench and my poor Testors SR-71 Blackbird went back on to the pending pile for another year or so.

### Construction

The first step in the instruction book is to paint the pilot figure, which is a five-part moulding that will, with

careful painting, look great in a diorama setting. I personally prefer to leave my cockpits empty, but I was almost tempted to try the black art of figure painting.

The cockpit is a fine representation of the real thing being made up of 10 parts, which include the throttle, and trim wheel on the sidewalls. The cockpit was painted with Poly S Scale Black RLM66, and then dry brushed with Humbrol Aluminium to simulate wear and lift out the detail; now with a toothpick I applied red, yellow and brown Tamiya paint to some of the switches and dials using the photographs in Squadron's Fw 190D-9 Walk Around book as a guide. The instrument panel has the dials and instruments moulded with raised detail, which

you can paint, or as an alternative a decal is also supplied.

I decided to exercise my painting skills, but first I picked out some of the instrument bezels in yellow, blue, green and red before I used a toothpick to apply Poly S RLM22 Night Black to all the dials. Now a dry brush of white lifted out the moulded detail. The final touch was to use a toothpick to flood the dials with Future floor polish to represent the instrument glass.

I now made up a wash of Citadel Miniatures black ink diluted with water and a touch of washing-up liquid. This was flooded into all the nooks and crannies in the cockpit and helps to give definition to the moulded detail.

In my view an essential purchase





on most of my models is a set of Eduard pre-painted seat belts and this kit was no exception. In 1/32 scale set (#ED32077) supplies enough parts to make up two complete sets of seat belts; these are not as simple as the smaller scale examples as you have to bend the pre-coloured belts before adding the natural metal coloured buckles and clasps. This gives a realistic effect and my only criticism is that the colour and stitching detail is only represented on one side of the belt, so you have to be careful that the unpainted metal is not visible once you have attached the belt to the seat, or paint the back of the belt before you start attaching the buckles.

I know some modellers would say the cockpit is too basic and will

purchase the resin aftermarket sets that I am sure will be available by the time you read this, but in my view I like what is supplied and I can use the money saved to buy another kit!

At this point you would normally join the fuselage halves but in this kit you have to assemble the engine bay. This is visible through the wheel wells on the completed kit and was completely missing on their last attempt of a D-9.

The rear of the Jumo 213 engine is well represented, complete with oil header tanks and engine bearers plus fuel and oil lines. The detail fanatics could go to town in this area adding detail from different sizes of fuse wire but I was more than happy with the detail supplied. The fuselage can now be joined; a nice touch is that

the centre-line join is offset to starboard as on the real thing so do not go too mad with the filler as you tidy up the join as it is obvious on the real aircraft.

The tail assembly is moulded separately (which points to the issue of the larger Ta 152 tailed variant at some stage [and a late wooden-tailed D-series as well - Ed]) and after confirming a good fit I decided to attach it later, as this would simplify the painting of the Reich Defence bands on my chosen scheme. The instructions would have you fit the tailwheel assembly before you assemble the tail but it can also be fitted easily later in construction.

This is one area that Hasegawa could have done better as they have moulded the tailwheel as part of the

tail leg. This is adequate in a smaller scale but looks too obvious in 1/32nd scale.

I now turned to the engine cowlings; the cowl flaps are supplied in either open or closed position and are attached via poly caps, I suppose this is to enable you to remove the engine and change the flaps if required? The radiator was painted aluminium before a black wash was applied, and was then attached inside the cowling. The radiator assembly will largely disappear from view once the propeller is attached.

Hasegawa would have you attach the exhaust pipes at this point but I would leave them off until a lot later. In fact the exhausts are the most disappointing part of the kit as they are solid plastic with no





representation of the exhaust holes. At this point I was given a set of Moskit exhausts to use on my model; these are excellent and are a realistic burnt metal colour and a vast improvement over the parts supplied in the kit. The only down-side is the high retail price of £9.60 in the UK.

I found that if I painted the model I could remove the cowling because of the poly caps and then insert the Moskit pipes through the opening in the front of the fuselage before securing them in place with superglue.

The large scoop on the right side is moulded in two parts and the seams need a small amount of Tippex to tidy up the join. This is a lot easier to do before you attach it to the model as the opening is so large. Another small scoop fits on top of

the fuselage and this is moulded solid, so I used a small twist drill to make two holes which I then joined using a sharp scalpel blade and this makes it look a lot better. The gun bay panel in front of the cockpit is moulded separately and Hasegawa supply two plastic rods to insert as gun barrels. Rather than trying to drill these out I replaced them with some thin brass tubing purchased from a local model boat shop.

With the fuselage now complete I turned to the wings. Construction of these is centred around a wing spar, which also includes the undercarriage bay. Once painted RLM02 Interior Green you can fit the two dark brown wing cannon covers. The wing spar is now cemented to the lower wing and sets

up the correct dihedral and provides a contact point to which you can attach the dropped flaps.

After attaching the top of the wing and the centre underside body panel, I test fitted the assembly to the fuselage and it was so good I kept it separate until after I had completed the main painting, before snap fitting it into place with only a little filler being needed on the wing leading edge.

The flaps each had three ejector pin marks between the moulded ribs, which I filled with Tippex before using a small bit of wet and dry super-glued to the end of a pointed lollipop stick to sand them flush without damaging the moulded rib detail.

As supplied the separate flaps are angled straight down; this looks too

severe compared to the photos in my references so I removed the three positioning tabs and used superglue to attach them at a less severe angle. Once again I replaced the wing cannon barrels with brass tubing into the end of which I had glued a small piece of plastic rod. The tubing was then inserted through the leading edge of the wing and the plastic rod located into the covers previously installed in the undercarriage bay.

The undercarriage and wheels are well detailed but would benefit from the addition of some fuse-wire brake lines. The completed assembly fits tightly into the lower wing and once in place you can attach the undercarriage doors.

After the main painting was





completed I attached the aerials and the drop-down pilot's entry step. A nice fuel tank and rack are also supplied but I did not use them on my model.

The final stage was the construction of the canopies; both types used on the D-9 are supplied with the correct interior head armour and can be attached in the open or closed position.

Now anyone who has read my articles before may have noticed I have not yet made my traditional muck-up, well here it comes?

The model is almost finished. I am ready to attach the canopy, now where is that windshield? CRACK! Now how did it get on the floor and how am I going to fix that. The air turns a shade of blue.

Luckily I had that old Hasegawa D-9 in the loft and its windshield was donated to complete this model, however, this does not feature the nice rivet detail that was on the original, but no one has noticed yet.

Finally I attached the small wing tip lights and an aerial wire from the fin to canopy made from lycra thread. A point to note is that if you are using the blown canopy this wire goes slack when the canopy's open but on the straight-sided canopy it stays tight under tension.

### Options

The kit comes with three marking options, two from JV44, aircraft numbers 1 and 3 which feature the red and white striped undersides and yellow-tipped spinner featured on

the box art, and an aircraft from IV/JV3 belonging to Oblt Oskar Romm, which is a real 'Plain Jane' with only the Oblt's fuselage marking in front of the cross.

### Decals

The decals supplied with the kit are typical Hasegawa being well printed but a little on the thick side. I tested them on an old model and they settled down well if heated with a hairdryer but did not like Micro Sol. Decal Rating = 7/10

However I had in my store Eagle Cal sheet number #32/24 which features a yellow-tailed aircraft of III/JG 54. This is a typical well researched project of this company featuring three D-9s and a D-13. Unfortunately this sheet is currently

out of print, however, I know that they are reissuing their JV 44 sheet and producing some new sheets for the D-9, so they might reprint this one.

### Painting

To quote from Eagle Cal instructions this model was painted with under surfaces and sides blue/green with the underside of the wing in natural metal the front half of the under wing and undercarriage doors are RLM75 Grau-violet. The underside ailerons are RLM76 Lichtblau (light blue). Top of the fuselage is RLM82 and 83 bright and dark green. Top of the wings RLM75 and RLM83, and finally a white and black Reich Defence band and RLM 04 Gelb (yellow) on the tail and rudder.





I used a Badger 200 airbrush and Poly S acrylics thinned with distilled water to a ratio of 70% paint to 30% water. This was a complicated scheme to paint and due to the good fit of the parts I was able to do most of it as sub-assemblies starting with the tail.

The tail was given a coat of white primer and then the box section was masked off, which would become the white in the Reich Defence band. The rest of the tailplane was sprayed with RLM84 grey/blue.

I then applied the kit's swastika to some Tamiya masking tape. This was then trimmed to provide the square area on the tail not covered by the yellow paint, which I now applied.

Now I turned to the wings; the undersides were given a coat of Alclad II Aluminium before I applied the RLM75 to the top of the wings and also to the front of the lower wing. The ailerons were brush painted in RLM76. The camouflage green areas on top of the wing were then masked with rolls of Blu-Tack before airbrushing.

The main fuselage was given a coat of RLM 84 with the engine bay and cockpit masked off with Blu-Tack. Then I freehand sprayed the top colours and the mottle on the fuselage sides. The final step was to use a flat rubber band to mask off the black area of the Reich Defence band.

After all that painting I completed the assembly of the model and used

Kristal Klear to fill any gaps before any damaged areas were touched up.

A wash of Payne's grey was used to pick out some of the access panels and black and grey pastels were used on areas of wear on the wings and fuselage and around the ends of the gun barrels.

After the decals were applied a coat of Poly S matt varnish was applied and this blended everything in really well. I could now stand back and admire one of the best models in my 1/32nd scale collection

### Conclusion

The large scale modeller really has never had it so good! I must admit to preferring Hasegawa's good basic kit at a reasonable price (to which you can add loads of aftermarket parts if

you like) to Tamiya's kits with loads of working features at a far higher price.

I can see this kit being issued in many variants, as the way the mouldings are broken down the radial engine variants can easily be moulded with minimum changes, and a late tall-tailed D-9 model has already been announced.

I would recommend this kit as a great introduction to large-scale modelling and it would have been my kit of the year if I had not already seen a production sample of Academy's F/A-18C Hornet.

Many thanks to Moskit for the sample exhaust pipes which you can obtain from Hannants in the UK.

*David Francis*



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Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Resin

Parts: Resin 43

Decal Options: 3

Manufacturer: Ardpol

Obtain in UK via: Contact Aeroclub for price and availability



# Rare lozenge

## The Halberstadt Cl.IV & Hannover Cl.V Polish Aviation Series No 6.

**The Story**

**W**hile the WWI German two-seaters like LVG C.V and DFW C.V, described in Vol.8 Iss.8 (August 2002) edition of this magazine, were used by Polish Eskadry (Squadrons) in large quantities, there were only three Halberstadt Cl.IV and one Hannover Cl.V in Polish units. Both of the types are also lesser known than their famous predecessors, the Halberstadt Cl.II and Hannover Cl.III.

The Halberstadt Cl.IV was developed from the Cl.II with the changes occurring mostly in the fuselage/tailplane area, maintaining

the same Mercedes D.III engine and biplane wings. This gave the Cl.IV better manoeuvrability. Three Cl.IVs served with 2. and 14. Eskadra until 1922.

The Hannover Cl.V was one of the last German aircraft designed during WWI for escort and assault tasks, and was introduced only a few months before the end of the war in 1918. One example serialised 9671/18, produced after the armistice, found its way to Poland. It had a Mercedes D.III engine, two pilot's machine-guns, radio TF -1 system and aerial photographic camera, thus making it possible to

participate in air combat and artillery co-ordination roles. It served with 9. and 12. Eskadra until 1920.

**Halberstadt Cl.IV – Ardpol 1/72**

Ardpol released the Cl.IV in 2001 and it turned out to be a real gem.

All the resin parts were crisply cast, the interior of the cockpit was well detailed and the flying surface rib effect was particularly well executed. All shapes and dimensions were spot-on when compared to the Windsock Datafile No. 43.

The interior was painted plain plywood and the fuselage

construction accentuated with brown pastels, while metal components were painted mid-grey. The engine was also painted at this stage, aluminium and dark iron metallic colours. The only non-kit items are Eduard's WWI German seat belts, painted light grey and a wire hand pump handle and throttle lever from Tom's Modelworks WWI German etched set (photo 1).

The fuselage halves were then glued together, the joint sanded smooth, engine covers painted grey and the whole remaining fuselage painted a dark stained wood colour (photo 2).



**Hannover CL.V (German)**

Scale: 1/72nd  
 Kit No: 72-023  
 Price: £19.45  
 Panel Lines: Recessed ✓  
 Status: New Tooling ✓  
 Production: Limited  
 Type: Resin  
 Decal Options: 1  
 Manufacturer: Ardpol  
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**Hannover CL.V (Polish)**

Scale: 1/72nd  
 Kit No: 72-022  
 Price: £19.45  
 Panel Lines: Recessed ✓  
 Status: New Tooling ✓  
 Production: Limited  
 Type: Resin  
 Decal Options: 1  
 Manufacturer: Ardpol  
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# Birds

## in Poland

by Wojciech Butrycz

Next, I added the undercarriage legs and tail skid - all from kit components. The spoked wheels were made from photo-etched parts and rubber O-rings of the correct diameter. I also added the pilot's Spandau machine-gun (photo 3) at this stage.

Application of the lozenge pattern started from the tailplane. I used Pegasus five-colour lozenge decals and Microscale Sol and Set solvents. First, I covered the horizontal stabiliser chordwise, then the elevator was covered lengthwise. After these were set firmly and dry I added rib tapes cut from solid

lozenge decal with a sharp knife. Photo 4 shows the freshly applied tapes and also the white painted rudder attached to the fuselage. Lower (lighter) lozenge was applied to the lower surfaces. All wing lozenge decal was laid down the same way as the tailplane ones (photo 5).

The upper wing centre section covered with plywood was painted grey, the gravity tank was painted metallic dark grey and the radiator shutters dark iron. Pieces of upper lozenge were then applied to the grey areas as per the real thing as shown in photo 6. This photo also shows

cockpit details: gauges, seat, tank and wooden observer's gun ring. All the lozenge covered areas were then sprayed matt clear.

The next step was to attach the lower wings. When these were dry I attached wing struts prepared from the correct size brass Strutz material and then N-shaped fuselage struts were prepared, also from Strutz. Only when all the struts were firmly set on the fuselage and lower wings, did I attach the upper wing using small drops of superglue. All the above may sound simple, but the whole process, at every stage, demands a

lot of attention and constant checking of the alignment of the installed struts and upper wing, so that the final effect would not be misaligned, especially if you are, like me, one who does not use jigs!

The finishing touches were the kit exhaust, radiator piping, acetate windshield and relatively simple rigging (photo 7 and 8). The kit decal chessboards were added in eight positions and the aircraft serial, CL.IV 525/18, on both sides of the fuselage aft of the national markings (photo 9 and 10). The complete model is shown in photos 11 to 14.

**1/72nd Scale**

Manufactured by

*Ardpol*

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## Hannover CL. V – ARDPOL 1/72

This model was released by Ardpol in 2002 in two separate boxes for German and Polish versions. Aside from colour schemes and decals both models offer different armament and rudder styles. The kits are packed in attractive, colourful and sturdy boxes which is now Ardpol's standard packaging. The resin parts are all in plastic bags and the package is completed with the decals and instruction sheets (photo 15). Resin parts are, again, of the highest quality, with the fuselage inner and outer surfaces superbly detailed (photo 16).

I started construction with the cockpit interior with the results shown in photo 17 and 18. Photo 18 shows a typical Hannover control stick and pilot's seat taken from Eduard's photo-etched set for WWI German seats. Also, spoked wheels made as for the Halberstadt are shown in this picture. During the trial 'dry' assembly I noticed that the two fuselage halves joined together made the front part the fuselage too narrow in plan view. Therefore I inserted a 1mm plastic strips and used Revell's Fokker D.VII radiator part which matched the new wider shape of the fuselage perfectly, as

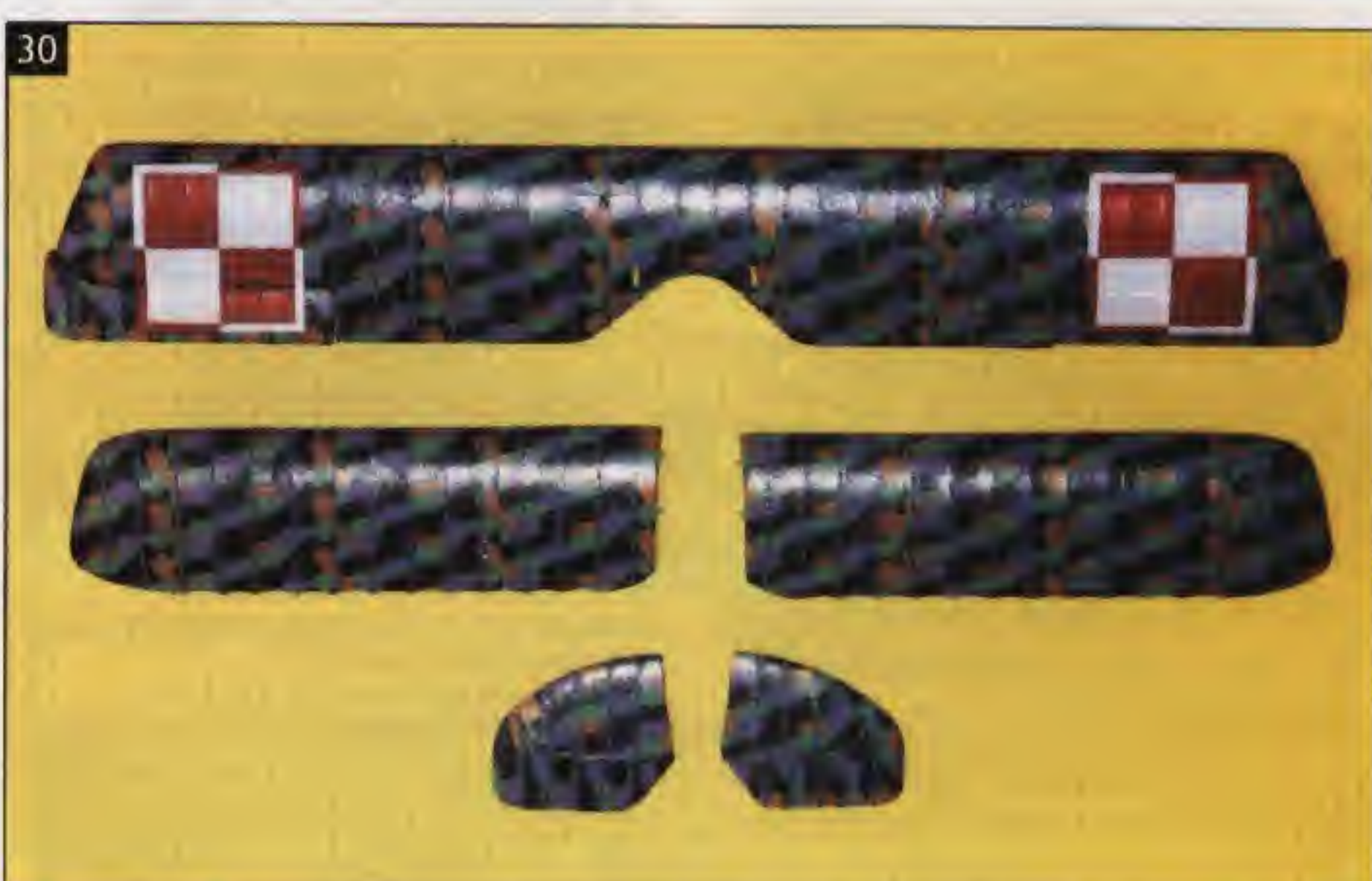
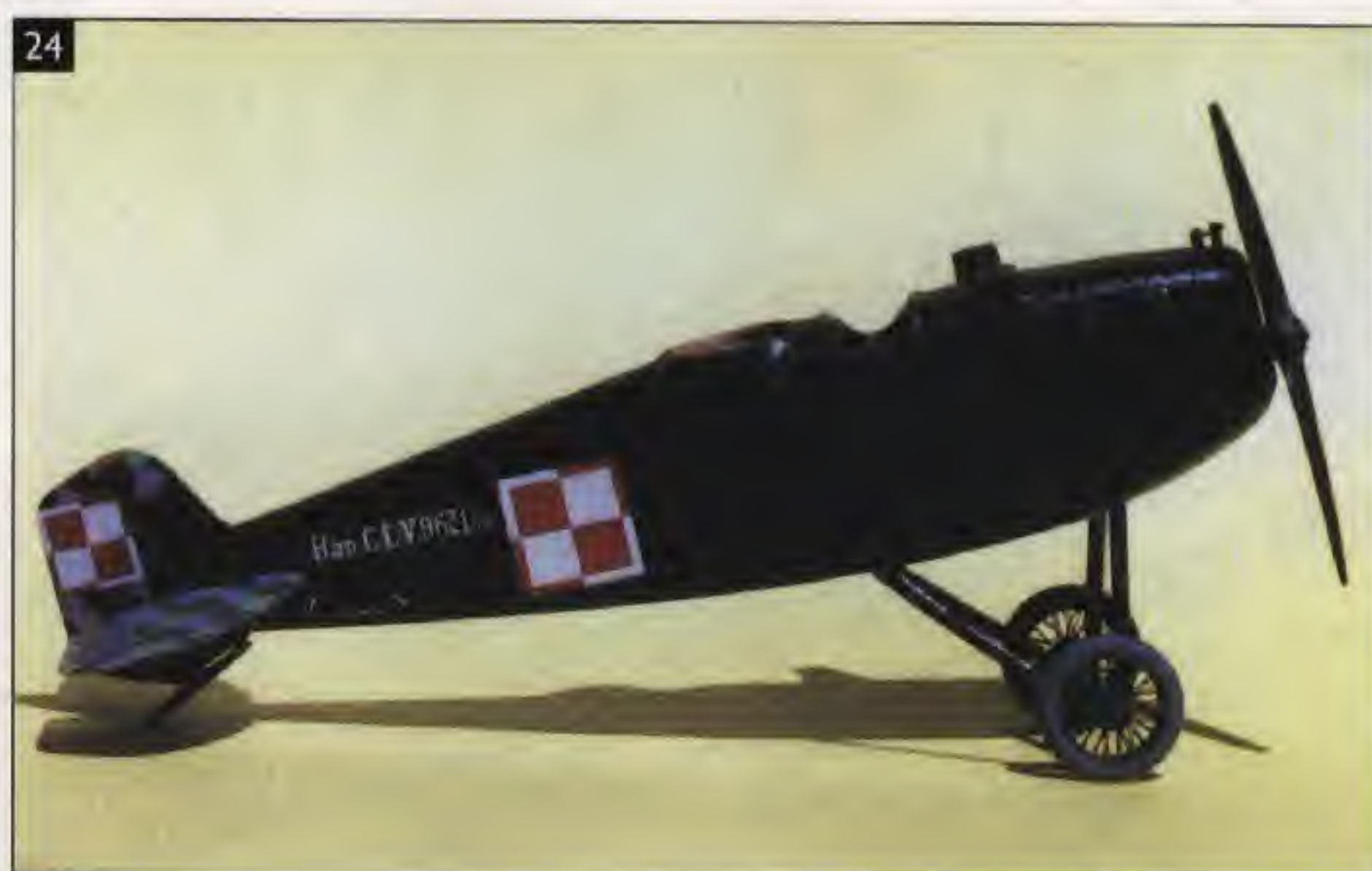
seen in photo 19. At this stage I also corrected the observer's cockpit shape with Green Stuff. Note that this cockpit is off-centre by some 10cm to the port on the real aircraft! (photo 20). I then added the undercarriage legs, solid upper wing supporting struts cut to the proper length, radiator details, engine cover framings made from Tamiya masking tape and photo-etched steps (port side only) as seen in photos 21 and 22. Cooling louvers were rescribed more deeply and the rudder was added (photo 23). The fuselage was then sanded smooth, polished and painted gloss dark green. Kit decals

were applied and that includes the rudder's lozenge pattern (photos 24 & 25). Next I added the propeller, two exhaust stacks to the starboard side, spoked wheels and tailskid as seen in photos 25 to 27. I then turned my attention to the flying surfaces. This time I used Techmod five-colour lozenge decals for the lower and upper surfaces. This was applied using the same method as per the Halberstadt, without any problems, and once dry they conformed perfectly to the surfaces as seen in photo 28. For rib tapes I used Americal Gryphon set No.16 (pink tapes for the undersurfaces and

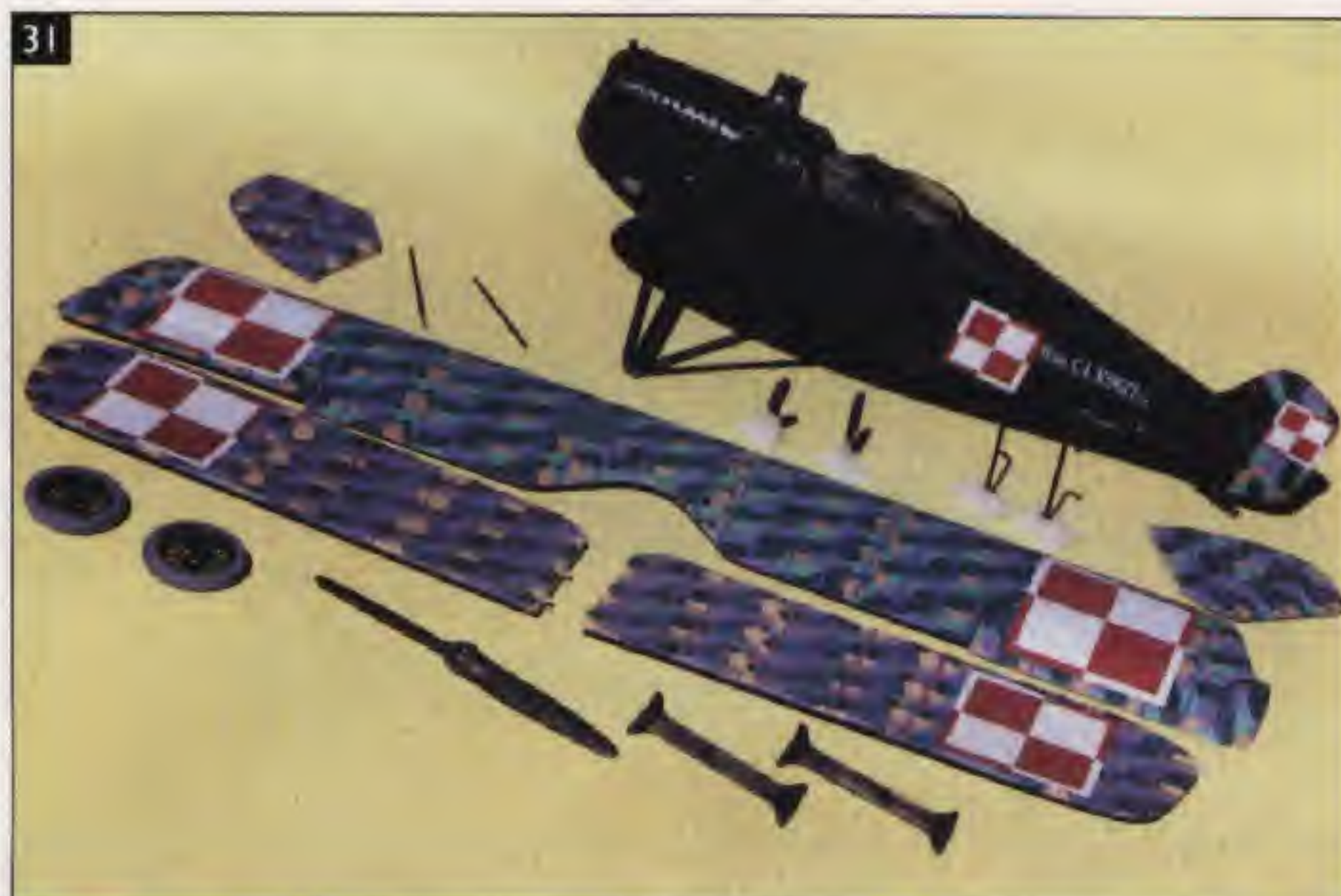












blue tapes for upper surfaces – photo 29). The decaled upper flying surfaces are shown in photo 30, prior to a clear matt spraying session.

Next came the wing main struts, thin centre wing section struts and aileron actuators. These and all the remaining sub-assemblies are shown in photo 31 ready for final assembly. The assembly of the upper wing is much easier in this case. The wing was glued to the two fuselage struts, and then the main struts were inserted between the wings, as were the thin front fuselage struts (photos 32 & 33). Again, the rigging was an easy task and was done with the use

of hair-thin steel wires. Tailplane control cables were made from stretched sprue (photo 34). The finished model is shown in photos 35 and 36, while photo 37 shows the real thing, right after its first overhaul at the CWL workshops. Of note are the missing tyres.

*Wojciech Butrycz*

- Sources:
- Halberstadt CL.IV - P M Grosz, Windsock Datafile No 43, Albatros Productions Ltd, Berkhamsted, 1994.
  - Windsock International Magazine, Vol. 3 No. 2, 1987.
  - Samoloty Wojskowe w Polsce 1918-1924 by Andrzej Morgała, Bellona/Lampart, Warszawa 1997.
  - White Eagles, The Aircraft, Men and operations of the Polish Air Force 1918-1934 by B. Belcarz & R. Poczkowski, Hikoki Publishing, 2002.





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# a lot less bigger — in the hover

by Bill Clark

Monogram's Harrier AV-8B converted into an RAF GR.7, courtesy of AMRAAM, some plastic card and a bit of re-scribing

It surprised me, when looking at the history of Monogram's AV-8B, that it was first issued almost a decade and a half ago! That Hasegawa have now deemed fit to enter the Harrier II world is something we Harrier fans should be thankful for, but what happened to those fifteen years in-between? I mean, with an aircraft as important to the US Marines, RAF (and soon the Royal Navy!), Italy and Spain, it's outrageous that the main manufacturers should choose to ignore this aircraft in such a manner!

Well, at the time of writing this article, the Hasegawa entry was still a few months away so I can't comment on that particular model, but I know its arrival in the model shops is greatly anticipated. (In fact, thinking back, when plastic was first cut on this project, Hasegawa hadn't even

declared an interest in the Harrier II in 1/48th scale!).

Of course the Monogram kit is of the first generation of Harrier II, the AV-8B; if anyone wanted something a bit more adventurous, such as an RAF GR5 or 7, or an AV8B+ etc., then it was down, in most instances, to

scratchbuilding something. Maintrack did do a nice little conversion set to enable an RAF GR.5 or 7 to be built, but that was a long time ago. Much has happened in the Harrier world since then, both in terms of what the airframe looks like AND all the newer stores it could carry.

To the rescue came a new company (well, it was new to me!) namely AMRAAM...

I first discovered them when an email came from Phil Cater of the IPMS (UK) Harrier SIG. I contacted AMRAAM and via the editor came the GR.5/7 update set along with the underwing stores. So there was now no excuse.

## Build

Monogram's kit is really nice! The surface detail is raised, and incredibly finely so, now.... I'm no lover of raised panel lines, but I think when it comes to some of the Monogram kits, it's a bit daft to try to rescribe them!

However, my GR.7 was to have the updated 100% Leading Edge Root Extensions (LERXs) in place of the kit's (65%?) 70% ones. This







You get a lot of plastic in the Monogram kit! AMRAAM's sets are below



The innards have been painted white



New GR.7 nose added



Before construction - some destruction



A new floor and rear bulkhead added ready to take the new MB Mk 12



The seat painted and added to the tub, along with the new instrument panel



The tub is added to the fuselage half



Ready for the intakes; inset: The resin 100% LERX replaces the kit's 65/70% version (both are applicable to RAF machines - check your references)





Intakes added ready for some serious tidying up!



Time to get the airbrush out!



above &amp; above right: A nice glossy finish for the decals



The underwing stores are ready to be added



The TIALD pod added

section is supplied in one piece, necessitating the removal of the kit's original part. Trouble is the new resin part has recessed lines! I opted to rescribe all of the Monogram lines to match the resin. This worked okay I suppose, but next time I may just leave well alone. It's not that it's that difficult, but Monogram's plastic is very 'waxy' and brittle. I found it very difficult to get a decent un-jagged scribed line.

Now the main differences in the RAF version are (i) the new nose, for both GR.5 and GR.7 (ii) new Sidewinder pylons in front of the outrigger undercarriage, (iii) a new tail RWR unit, (iv) different cannon arrangement and (v) a Martin Baker Mk 12 ejection seat.

So, before sticking bits together you have to get the axe out....

First job was the removal of the

kit's seat. This is moulded integrally to the cockpit tub, so the entire piece has to be removed, the floor reinstated, with plasticard and AMRAAM's replacement seat added. When completed and painted this could then be added to a fuselage side.

Next stage was the removal of the nose cone. The waxy plastic didn't help here, and my saw slipped; not the nice clean surgery I had hoped for.

The waxy plastic also gave me some grief when removing the LERX section but Milliput would once again save the day later!

At this stage I could make any other amendments; these included the drooped doors, plasticard replacing those supplied in the kit, and installing the new inside of the forward dam.

The fuselage and wings then went together fairly incident free. The new

100% LERX section was added, as was the new GR.7 nose and tail RWR.

### Stores

Part of the weapons set supplied included Paveway II LGB's and a rather nifty Thermal Imaging And Laser Designator (TIALD) pod plus the 'modified strake' on which it's mounted. That then was my first decision; a TIALD equipped GR.7 with LGB's. The TIALD pod was installed on the port station and an Aden cannon pod to starboard (again one of the pair supplied by AMRAAM)

I also had a pair of AMRAAM's more accurate drop tanks. These replace those in the kit but are mounted slightly further back, Monogram's being inexplicably too far forward.. I'd say 'simply replace' here normally, but this was NOT a simple

process. Monogram's pylons and tanks are moulded as one which meant more surgery on the waxy plastic.

I also encountered similar woe when removing the Sidewinder rails from the outer pylons.

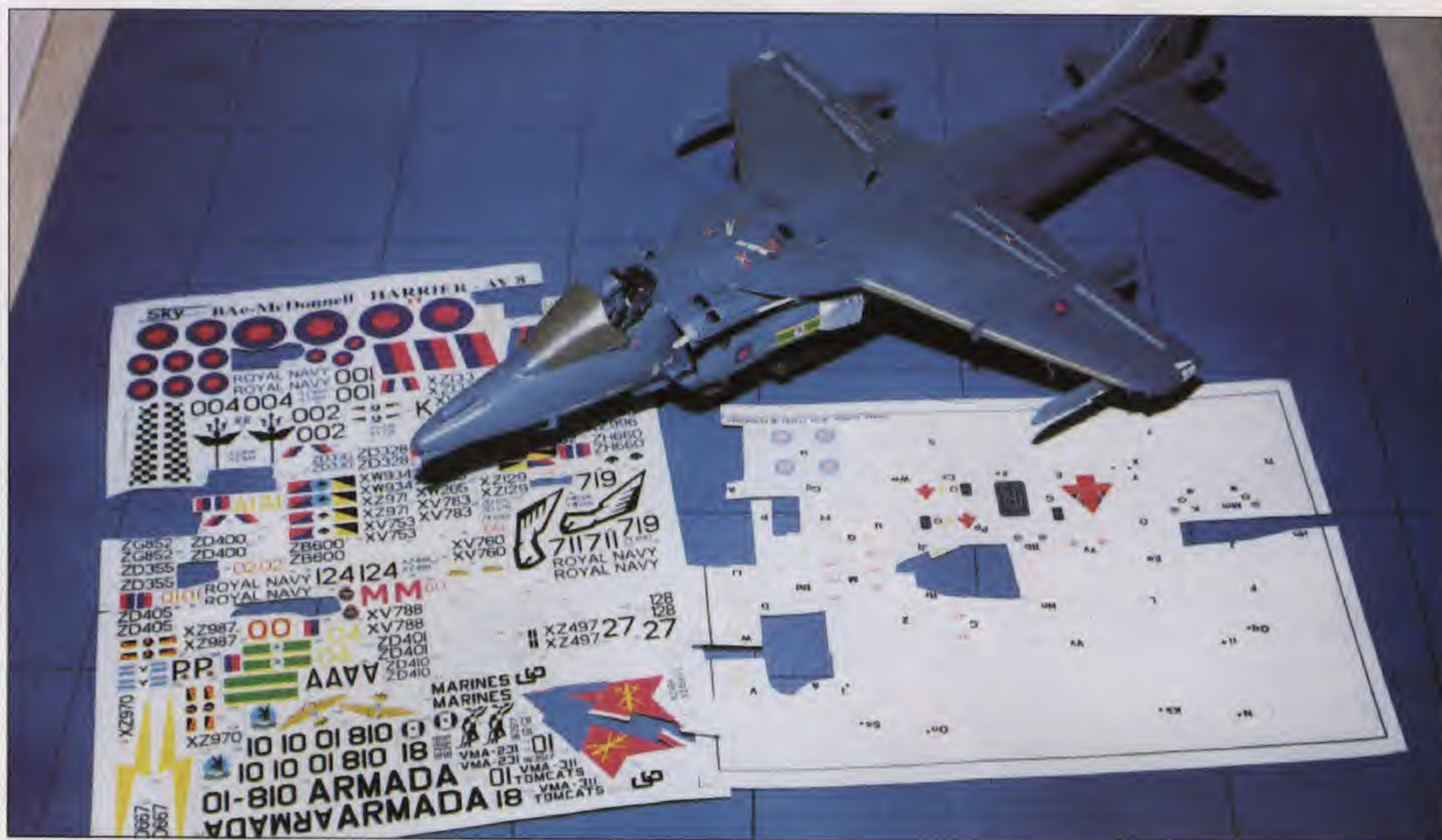
A pair of AIM-9L sidewinders completed the weapons fit.

Also added was the In-Flight Refuelling Probe as supplied by AMRAAM and further detailed with rod and plasticard.

### Painting

I wanted my GR.7 to be as up-to-date as possible, so it had to 'wear' Dark Sea Grey and Dark Camouflage Grey; trouble was, at that time I had no suitable decals for this scheme! Luckily though, Sky decals produced theirs in a very timely manner, and I relied heavily on these. For those that haven't seen





Decalling nearly finished: Sky's decal sheet is on the left, Flightpath's on the right



A real GR.7! ZD410/39 of No.3 Sqn - note that this machine has the smaller 65/70% LERXs







A view from below - a reasonably heavy load



their decal sheets you get an awful lot crammed in and they are very colourful. I found a couple of errors in the sheet, but generally it is really useful for any RAF Harrier; highly recommended. However, where it is let down is the all-important stencils; the selection is really poor and they are inaccurate for the current two-tone grey schemes. Now I have to ask the wisdom of filling a sheet out with (how many) versions from the same unit, No.233 OCU or No.1 Sqn., at the expense of a good selection of stencils, but maybe that's just me needing to get out more!

I of course soldiered on. Painting was straightforward; I used Humbrol's 164 for the Dark Sea Grey upper surfaces and 156 (Dark) Camouflage Grey for the remainder. I also attempted to portray the wing

leading edge strips. These are a buff/yellow tape that I believe act as anti-icing devices? My initial idea/attempt was to apply yellow decal strip and lightly overspray with grey, but that was as successful as a lead balloon in a ground to altitude race! Humbrol 84 was a lovely match though.

Other decals came from all over the place. Stencilling came from various Tornado/Jaguar and even Flightlines GR.5 sheet! I eventually chose ZG503/74 from No.3 Sqn RAF, which features on the Sky sheet. I added additional yellow bars to the squadron markings.

### Conclusion

I am a great lover of these aircraft - for me the Harrier rules, along with a few other RAF/RN types of course! An aircraft as important as this

should not have to rely so heavily on the aftermarket.

Let's hope then that the Hasegawa kit lives up to our (well, my) expectations! I could live with it being an upgrade of their nice little 1/72nd kit but that would still mean relying on the likes of AMRAAM to make it more accurate, and to 'RAF'-it. If the big boys can't see this then more fool them, and more power to the likes of AMRAAM!

Subliminal message: Support the cottage industry! Buy a set!

AMRAAM's additions are of course engineered for the Monogram kit but I wonder if we RAF (or indeed Royal Navy) modellers will still need them to make an accurate GR.7/GR.7a/GR.9 out of the Hasegawa kit?

The truth may already be known by the time you read this!

So, many thanks to the chaps at AMRAAM, and Sky decals and all those at the Harrier SIG that helped out with various daft questions (I asked the daft questions, by the way.)

AMRAAM's resin is well worth investing in, certainly for the Monogram kit and maybe even the Hasegawa kit. I daresay AMRAAM will adapt any of their range to suit the Hasegawa kit, especially regarding weapons; a GR.7/GR.9 with Mavericks or Brimstone or Sea Eagles? hmmm!!!!

*Bill 'Harrier' Clark*

Please Note: I had a major mishap whilst building this model; I managed to lose a batch of photographs I took for this article (you never know they may turn up!). Those lost include some nice detail shots of the cockpit and the build in general. Those included in this article therefore, are not necessarily my first choice! Hopefully the poorish quality of some of them won't spoil your enjoyment, sadly the photos I did have didn't do the AMRAAM parts very much justice - Sorry AMRAAM!



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# Quick Build

## 'Baby Blitz'

The Ju 88S-1/T-1 Bomber/Reconnaissance

by John McIlmurray

1/72nd Scale

Manufactured by



Inside a deep sturdy box, with rather pleasing computer generated artwork, reside two bags, instruction sheet, amendment sheet and decal sheet. One bag holds the transparencies whilst the other holds three main sprues. The instruction sheet gives a brief history of why the S-1/T-1 came into being and then goes on in eight steps to describe the build process. The instruction sheet concludes with three very nice decal options (a fourth being described in the amendment sheet). All the instructions are very clear, easy to follow and include helpful advice on what RLM colours to paint certain areas of the model. The amendment sheet deals with any instructional errors.

The last time I looked this offering from AMtech retailed at

something like £16.03; the question has to be therefore – is this a good buy? Perhaps the answer to that question should be left up to you at the end of this piece.

On inspection of the sprues it is obvious that this kit, like its progenitor – the AMT Ju 88G-1/G-6 – has some very nice features. The dimensions of the aircraft are near perfect, with the fuselage being just a little short in the tail area. The engraved panel lines are top quality and the provision of the EZ 6 DF antenna as a separate transparency is always going to win favour. On the down side, my fuselage and port wing were terribly warped, the kit has the wrong spinners, no engine cooling fans, no hot air ducts on the wings (either side of the engines), inaccurate propellers, inaccurate

engine fronts, overly large sway braces on the ETC racks, no transparent leading edge landing light or lower starboard nose window, and finally – cockpit and nose transparencies that are so thick that a Matchbox modeller would blush!

### Construction

Going through the instruction sheet, the first step naturally deals with the cockpit. This is very fine, much like the Italeri A-4 kit, with only brass seat belts and rudder pedals being added from aftermarket sources.

Step 2 sees the cockpit assembly and 'spar carry-through' sandwiched between the joined fuselage halves. Before this work can commence, the area immediately below the starboard

nose window needs to be cut out where AMtech have missed the second window. The transparencies to be added at this stage were left until later and the instrument panel had the compass repositioned further starboard.

Step 3 sees the addition of the nose and cockpit transparencies. These really do need to be replaced, not only because of the thickness

### Junkers Ju 88S-1/T-1

Scale:	1/72nd
Kit No:	72001
Origin:	AMT/Ertl (USA)
Price:	£TBA
Panel Lines:	Recessed ✓
Status:	Revised Reissue ✓
Type:	Injection Moulded Plastic
Components:	Plastic 67 (Grey), Clear 8
Decal Options:	3 (2x S-1 & 1x T-1)
Manufacturer:	AMtech
UK Importer:	Hannants





but also because the rear gun position does not have the side fairings that make it look inset! Unfortunately the Squadron vac-form replacements are designed for the Italeri kit and so do not conform well to the AMtech version. Indeed I could not replace the kit's nose transparency at all as the side windows prevented me blending the nose into the different contours of the vac-form item I wished to use. Some Humbrol Clear Cote was applied to the inside of the kit's clear nose and it just had to do.

Step 4 details the construction of the BMW 801D power units. This is a bigger headache than trying to replace the cockpit/nose transparencies, as at the very least you need to reshape the propellers, decrease the diameter of the engine aperture and find some cooling fans! The best thing to do is to remove from the kit's engine cowlings the area representing the front ring and drop into the aperture the front ring from either a Hasegawa or Revell Fw 190 kit. You can then drop in the Fw 190 cowling fan with correct spinner and props!

Steps 5-7 involve the joining of the wing halves, engine nacelles and work done on the main gear assembly. Holes were drilled into the torque link faces to make them more representative.

Step 8a sees all the main sub-assemblies come together. None of

the parts fit well but the biggest headache concerns the fit of the power plants to the wing/gear bay. In all fairness AMtech suggest a remedy in the amendment sheet provided, but filing down the lower area of the gear bay parts, as suggested, leaves the exhaust ring far too close to the gear bay doors. It would be better to 'add' a 1mm spacer between the top of the exhaust ring and the wing. The exhaust stacks impede blending in somewhat but the finished results look more accurate. (Note: the hot air ducts, mentioned earlier, need representing, as does the fourth exhaust on all the upper banks. This fourth pipe travels into the rear cowling – for heating purposes I presume?)

Step 8b sees any final items being added and the locating holes filled for the outboard ETC racks that although provided, are not needed!

### Painting & finishing

My model was painted and decaled to represent the second of the AMtech options; a 3./KG 66 machine involved in the 'Baby Blitz' on London and other significant English cities. The AMtech decals are absolutely great in every way and settle down very nicely with Miro Sol and Set. Some sources suggest that the unit and aircraft codes applied to the tops of some vertical stabilisers were painted RLM 77 'light grey', not white as with my decals? One thing I did add

was a white individual aircraft letter (in my case 'D') to the leading edge wing roots. This can be seen in many period photographs.

Other refinements and additions can be seen on my finished model, but these would be seen on any model and in no way reflect on the AMtech kit.

(Note: photos of AMtech's third decal option – a T-1 – 4U+VK – show it has an A-4 style rear canopy with two gun positions!)

### Conclusion

The transparencies, missing window, engine detail and engine fit

problems are not insurmountable but are a pain. Unless you have mould-making equipment you are looking at another £6.00 for two Revell Fw 190A-8s plus whatever the vac-form parts cost! 10 out of 10 for the decal quality (shame there are no stencils) but I am afraid the kit is only for the enthusiast or those who are not too concerned about their £16.00 model not looking right!

My thanks to AMtech for the review sample.

*John McIlmurray*





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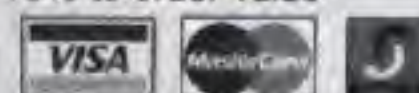
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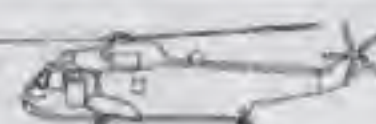
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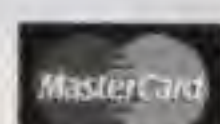
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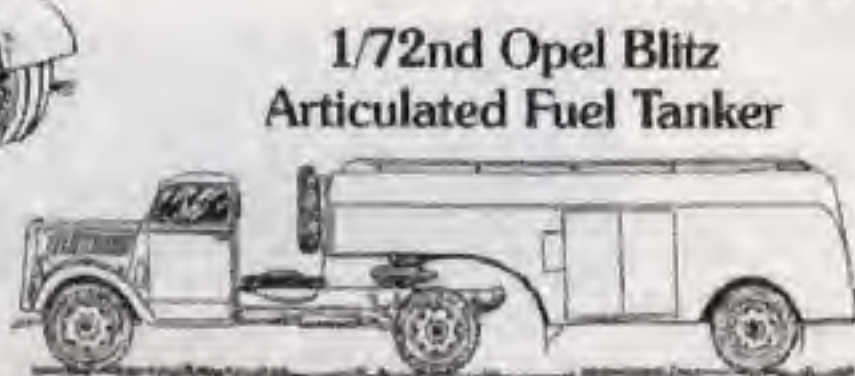
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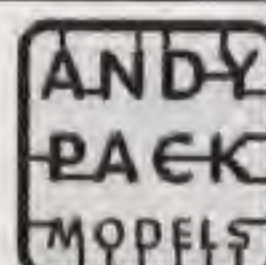
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# book of the month

## RCAF Aircraft Finish & Markings 1947-1968

by Patrick Martin & John Griffin

Price: US\$52.00 (Can\$78.00)

ISBN: N/A

Publisher: Patrick Martin

Format: 210mmx280mm, 288 page, spiral bound with card/plastic covers

This is a privately published book produced after some four years' worth of research by the two authors. The coverage is huge and the depth achieved quite remarkable. The book is heavily illustrated throughout with period black and white photographs, plus there are eight pages of colour in the centre. The narrative kicks off with an introduction and looks at the whole subject of camouflage and markings in the 1947 to 1968 period. This is followed by another chapter that takes a more detailed look at specifics, like bare-metal, aluminium dope, white upper surfaces and hi-vis markings. This latter section deals with many stages and covers the move to and from hi-vis orange to red. This section also starts to look at the application of camouflage as well as maritime blue schemes. The next section looks at the application of markings, with each period and revision to the regulations covered

with reference and diagrams for specific aircraft types. Next up is coverage of the evolution of the roundels applied to RCAF squadrons and of course starts with the usual RAF roundels before moving on to the RCAF 'maple leaf' design. Chevrons and flashes are next to be covered, followed by tail markings and finally numbers and letters. There is a whole section that deals with 'special purpose schemes', namely those for display teams etc, but also includes drone carriers, Red Cross markings, Search and Rescue, target tugs, trainers, UN operations and VIP flights. From page 87 onwards you get the main bulk of the coverage, which is a type-by-type rundown of all aircraft used by the RCAF and how they were painted and marked. This is in alphabetic order, although by aircraft type name, not manufacturer, so you get 'Anson' not 'Avro Anson'. Each type has loads of narrative information coupled with diagrams and photographs. The last couple of sections in this book are a list of airframe serials, a list of all related official diagrams, a reproduction of Master Drawing 41716 and a section that looks at RCAF aircraft abroad (e.g. Canadair Sabre and Canucks) via the Leapfrog exercises.



What can I say except stunning! This title rightly deserves the 'book of the month' accolade and is one that aviation enthusiasts and modellers just have to have. If you have an interest in camouflage and markings or the RCAF in general you are not going to want to miss this one.

Our thanks to Patrick Martin for the review sample. The price quoted includes surface mail to anywhere in the world.

# bookshelf

## British Secret Projects - Jet Bombers Since 1949

by Tony Buttler

Price: £24.99 (\$39.95)

ISBN: 1-85780-130-X

Publisher: Midland Publishing

Format: 220mmx290mm, 224 page, hardback with separate dust jacket



Many of you may already own the companion to this title (Fighter Projects since 1949), and, if you do, the format, style and contents of this new title will be very familiar to you. The title mixes narrative with a mass of period drawings and photographs of models produced by the

manufacturer to government specifications. The text starts with a look at designs for a replacement for the D.H. Mosquito in the PR role, such as the Westland P.1056

and P.1061 as well as the eventual winner, the E.E. A.1 Canberra. The next chapter deals with bomber designs, with well-known types such as the Short S.A.4, Avro 698 (Vulcan), HP.80 (H.P. Victor) and Vickers B.35/46 (Vickers Valiant). The next chapter looks at aircraft

development in the post V-force era with designs such as the Avro 707,

AW.52, Short S.B.1 and HP.88 research aircraft as well as development designs for the Valiant, Victor and Vulcan. Chapter four looks at low-level bomber designs of 1952 and 1954 and there are some odd looking machines here!. Chapter five takes a look at FAA strike aircraft designs from 1954 to 1958 and chapter six deals with high-altitude reconnaissance bomber designs of 1954 to 1957. Chapter seven looks at Canberra replacement designs in the tactical strike aircraft category from 1951 to 1958. Chapter eight deals with the whole TSR.2 question and includes details of the P.1121 as well as intended RAF operations with the G.D. F-111K. Chapter nine takes a look at swing-wing designs from 1959 to 1964 and chapter ten deals with the whole question of

vertical take-off designs from 1957 to 1985. Chapter eleven covers anti-submarine aircraft designs from 1945 to 1969, while chapter twelve looks at unmanned flying bombs and ground-attack aircraft. Chapter thirteen covers strike trainer designs from 1962 to 1970 prior to the adoption of the Jaguar and chapter fourteen looks at those designs prior to the Tornado. Chapter fifteen looks at specification AST.396 for a close-support all-weather design and this of course includes the FOAS (Future Offensive Air System) designs.

This is a fascinating title produced to the highest standard and one we can highly recommend to all British aviation fans.

Our thanks to Midland Publishing for the review sample.



# Fokker Dr.I Triplane - A World War One Legend

by Paul Leaman

Price: £35.00 (\$54.95)

ISBN: 1-903223-28-8

Publisher: Classic Publications

Format: 235mmx305mm, 224page, hardback with separate dust jacket

This new title in the Air War Classics series from Classic Publications offers a wealth of information on the Fokker Dr.I. The narrative text and supporting photographs and diagrams hit a nice, almost 50/50, split and the coverage in both forms is quite in-depth. The coverage has been split into ten chapters and eleven appendices. The chapters deal with the early days of Fokker Flugzeugwerke GmbH, development of the Triplane, initial deployment, main deployment, flying the Triplane (using first hand accounts), factory

finish (notes on camouflage and markings), view from the flight line (operations by the Jasta), the pilots and post-war use of the type. The appendices include details of the design study for the Dr.I, chronology of the life of the type, serial number allocations, Dr.Is claimed as shot down, captured Dr.Is, Anthony Fokker's presentation on steel tube welding, reports on experiments with the triplane configuration, production and technical data and a full list of victories gained by Manfred von



Richthofen while flying the Dr.I. Each of these chapters includes a mass of period black and white photographs, and some of the later chapters (e.g. the one on pilots) are nearly all photographs. The technical data on the type is huge, with a wealth of photographs of preserved examples as well as diagrams and charts from official documents on the type.

This is a lovely title, well produced and full of information. If you have a liking for WWI or the Dr.I in particular this is certainly well worth considering.

Our thanks to Classic Publications for the review sample.

## Jagdwaaffe - War over the Desert, North Africa

### June 1940 - June 1942 & The War in Russia, January-October 1942

by J. Richard Smith and Martin Pegg

Price: £14.95 (\$24.95)

ISBN: 1-903223-22-9

Publisher: Classic Publications

Format: 226mmx303mm, 96 page, laminated card cover

As these titles are for the same series and are therefore similar in style and contents we will deal with them in one go. These are the third and fourth parts of the third volume in the Luftwaffe

Colours series. The first deals with operations in North Africa in the June 1940 to June 1942 period, while the other deals with operations in Russia from January

to October 1942. If you have others in this series you will be familiar with the format, but basically you get a detailed narrative coupled with lots of period B&W photographs.

This is further enhanced by the addition of large colour profiles of some of the aircraft involved. The narrative deals with each stage of the war in each region and this ties in with the accompanying photographs. These images include both pilots and their

machines, and as already stated, some of these machines are also featured as colour side profiles.



by Christer Bergström and Martin Pegg

Price: £14.95 (\$24.95)

ISBN: 1-903223-23-7

Publisher: Classic Publications

Format: 226mmx303mm, 96 page, laminated card cover

If you have any of the others in this series you will certainly not want to miss these. Highly recommended to all Luftwaffe fans.

Our thanks to Classic Publications for the review samples. This range is exclusively distributed by Midland Counties Publications.



## books in brief

**Mitsubishi ASM Claude**

by Tadeusz Januszewski

Price: £9.99

ISBN: 83-916327-0-1

Publisher: Mushroom

Model Publications

Format: 165mmx240mm,

88 page, laminated card

cover

Comment: Latest title from Mushroom Model Publications, this one is in the same style and format as those previously seen (See Vol 9 Iss 5), although this time there are no 'walk-around' images of a preserved example (as there isn't one!), but lots of colour side profiles instead.



**Scale Aircraft Modelling**

by Mark Stanton

Price: £16.99 (\$29.95)

ISBN: 83-86126-445-3

Publisher: Crowood

Press

Format:

250mmx190mm, 176

page, laminated card cover

Comment: This is another new style and direction from Crowood, as they have not dealt with model making before. Don't be confused by the title, this is nothing to do with the similarly named magazine! This book, written by occasional SAMI contributor Mark Stanton, deals with all aspects of scale aircraft model making. Many of the subjects and images you will recognise, as they have appeared in previous editions of this magazine, but the text is all new and is well worth reading as it will answer most questions you may have on making model aircraft in any medium.



**Camouflage & Markings Quintet: Five Significant Items**

by Ian K. Baker

Price: £TBA (Aus\$13.00)

ISSN: 1322-0217

Publisher: Ian K. Baker

Format:

297mmx205mm, 22

page, stapled card cover

Comment: This is the

latest in the well-established Aviation History Colouring Book series from Ian. This one deals with five significant points relating to WWII camouflage and markings which include 'The invisible aeroplane quest', 'The significance of Coottee 2', 'When SKY rose into the sky' and 'Was there a TRUE Blue in WWI?'. The first three of these articles you may recognise, as they have appeared in our sister magazine, Model Aircraft Monthly, but if you missed them or just want to add this one to the ever-expanding series, it is well worth having.

Availability:

- UK & Europe - Mushroom Model Publications & Ian Allan Bookshop
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# SBD-3 Dauntless & the Battle of Midway

by D.V. Hernández

Price: £TBA

ISBN: 84-932963-0-9

Publisher: Aeronaval Publishing s.c.

Format: 240mmx220mm, 216 page, laminated card cover

This is the first in a new series from this Spanish publisher entitled History, Aviation & Scale Models. It is in English throughout and combines a

mass of narrative text with charts, diagrams, photographs and profiles covering the use of the Dauntless in the Battle of Midway. The first



ninety-five pages of this title deal specifically with the battle itself with details of the men and machines on both sides. The coverage is literally

'blow by blow' with colour three-dimensional maps charting the movement of each vessel at different stages of the battle to help you to visualise what was happening. By page 96 you move in to the technical element of the title with one hundred and nineteen pages being focussed on the SBD-3 itself. Here you get lots of technical data coupled with detail photographs of the airframe, diagrams from the flight manual, a couple of

pages of colour shots in a preserved example and a set of 1/48th scale plans. The coverage here is complete, with all aspects of the design covered from the oxygen system to the pilot's seat!

This is a good title, well produced and easy to digest. If the price is right and the subject is of interest then I think this title is well worth considering from a modellers' point of view.

Our thanks to Aeronaval Publications s.c. for the review sample.

## American Eagles

by Roger Freeman

Price: £16.95 (\$27.95)

ISBN: 1-903223-19-9

Publisher: Classic Publications

Format: 225mmx300mm, 96 page, laminated card cover

This is the fourth title in the USAAF Colours series from Classic. It deals with the use of the P-51 in 8th Air Force units. The narrative is quite limited, as the main of the title is made up of black and

white photographs coupled with colour side profiles of many of the aircraft featured.



The narrative does deal with the pilots, their squadrons and the operations in which they were involved.

This is another excellent title from Classic and one that I am sure many of you will want in your library.

Our thanks to Classic Publications for the review sample.



## Lohner TI/Macchi LI

by Gregory Alegi

Price: £9.75

ISBN: 1-902207-54-8

Publisher: Albatros Productions

Format: 210mmx297mm, 40 page, laminated card cover

This is the latest addition to the Windsock Datafile series and is number 99 in the series. It deals with the Austro-Hungarian Lohner TI flying boats and the Italian copy, the Macchi LI. As with all titles in this series the narrative deals with the technical and service history of the chosen subject, including scale plans and detailed photographic coverage. The narrative text is back to the usual amount after our review of Datafile 98 in the May edition (See Vol. 9 Iss.5) and is informative and well written. As always the title is rounded off with a look at the camouflage and markings applied and this is coupled with detailed photographs of the construction and equipment fitted to the types.

This is an excellent title, although I must not use that well-known cliché 'this book should be on the shelf of

anyone interested in WWI aviation" or I will be upsetting Mr Woodman (Yes Harry, I do read your reviews elsewhere!) so all I will say is it is from Albatros Productions and a Windsock Datafile... need I say more!

Our thanks to

Albatros Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

Don't forget that the latest edition of Windsock International (Vol. 19 No. 3) is also now available from Albatros Productions. It retails for £6.40 in the UK, so for more details contact Albatros directly.



## Fw 190A Part I

by M. Ferri & A. Bastianini

Price: €15.50

ISBN: 88-86815-90-5

Publisher: IBN

Format: 280mmx200mm, 62 page, laminated card cover

This is the first in a new series from IBN entitled 'Variant File' and as you can see this first part deals with the Fw 190A. The text is bilingual, being split vertically on each page to Italian on the left and English on the right. Photo captions are also offered in both languages. The narrative deals with each sub-variant from the prototype through to the A-4/R6 and this coverage includes photos of the real aircraft coupled with scale diagrams pointing out the differences between each version. Also added to this section are a couple of sets of colour profiles for versions that saw active service. The

remainder of the title is a modelling guide, and deals specifically with the Tamiya 1/48th scale kit, and although the narrative deals with all



stages in the building of the kit, there are no assembly stage photographs to back this up, just lots of black and white and colour shots of the completed model. The final sections of this title are the appendices which list kits, accessories and decals for the A-0 to

A-4 series in 1/32nd, 1/48th and 1/72nd scales.

This is a neat little title that tries hard to cover a very complex subject in a limited number of pages. That said, if you like the Butcher Bird, I am sure you will be adding this title to your collection.

Our thanks to IBN for the review sample.

## C-130 Hercules Walk Around

by Lou Drendel

Price: £13.95

ISBN: 0-89747-455-4

Publisher: Squadron/Signal Publications

Format: 280mmx210mm, 80 page, laminated card cover

This is the latest addition to the Walk Around series and is in the same format as others within this range. The coverage comprises detailed colour and B&W photographic coverage in and around various airframes. This coverage is split 50/50 with both detail and 'overall' shots offered. There is quite an incredible array of versions of the C-130 and this title tries to cram them all in. Just about every version is

covered, but some of the coverage is very limited, as the differences are only slight. As with all modern types, there is a great deal of coverage on antennae and the various 'lumps and bumps'

carried, which is very useful to the modeller. As always there are six pages of colour side profiles included towards the back of this title.

Another excellent reference source for any of

you considering the type in model form and it is one that we can recommend to all.

Our thanks to Squadron/Signal Publications for the review sample. This range is imported into the UK by Pocketbond Ltd.





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## books in brief

### VF17 'Jolly Rogers'

by Andre R. Zbiegniewski  
Price: £TBA  
ISBN: 83-89088-02-9  
Publisher: Kagero  
Format: 170mmx240mm, 80 page, laminated card cover

Comment: This is the twenty-fourth title from Kagero and is somewhat thinner than the rest, now being just 80 pages instead of the 112 previously seen (See Vol 9 Iss 5). The coverage is similar, charting the history, aircraft and men of VF-17 throughout WWII. As usual, Kagero have included a decal sheet, this time offering markings for ten machines and being in both 1/48th and 1/72nd scales.



### 68 Sentai

by Krzysztof Janowicz  
Price: £TBA  
ISBN: 83-89088-01-0  
Publisher: Kagero  
Format: 170mmx240mm, 72 page, laminated card cover

Comment: This is the twenty-third title from Kagero and is even thinner than previous editions in the range (See Vol 9 Iss 5). Once again coverage deals with the history, aircraft and men of the 68 Sentai throughout WWII. Kagero have included a decal sheet with this title as well, and it offers markings for the Ki-61 in both 1/48th and 1/72nd scales, although these are restricted to unit markings of the 1st, 2nd, 3rd, 4th and Hombu groups of the 68 Sentai.



### Harrier - Inside and Out

by Mark Attrill  
Price: £12.95 (\$19.95)  
ISBN: 83-86126-500-X  
Publisher: Crowood Press  
Format: 260mmx190mm, 96 page, laminated card cover

Comment: This is a new style of title from Crowood, as it takes a very detailed look at a specific type, but only in a photographic form. Unlike the previous hardback titles on specific types this one just basically gives you a 'walk around' style of photographic coverage with the historical text limited to about twelve pages. The pictures are limited too, as the photo coverage only really starts with the GR.5 in earnest, and there are no images inside the P.1127, Kestrel, GR.1 or GR.3.



### Unknown! Part 2

by Justo Miranda  
Price: £TBA  
ISBN: N/A  
Publisher: Reichdreams Research Services  
Format: 297mmx210mm, 64 page, stapled paper cover

Comment: This is the latest dossier from this publisher and once again it lists a huge number of unknown design concepts from WWII. As always the text is supported by excellent scale drawings of the types featured. The narrative text is in English throughout and charts the background to each project as well as giving technical data and sighting other references on the subject.



## AMD-BA Mirage F.1

by F. Vergneres & P. Auger

Price: €28.00 (+P&P)  
ISBN: 2-012749-04-2  
Publisher: DTU Sarl  
Format: 297mmx210mm, 112 page, laminated card cover

This is a new title from French publisher DTU and it is offered with bilingual text (French and English). This text is not limited to photo captions etc, it is everything with each page split vertically into two columns: French text on the left and English on the right. What you basically have is a couple of pages giving a brief history of the type, then the rest of the title is a series of

'photo albums' covering each type. There are lots of detail shots both inside the airframe and of the equipment it carries and these are mixed with clear shots of aircraft in service. There is a mix of colour profiles to show camouflage and markings and a section showing all the unit and squadron badges applied to the type throughout its service. Only the last couple of pages deal with foreign use of the type, so this is very limited but there is a chart showing which



nations had which aircraft and when they went into service etc.

Overall an excellent little book, certainly well worth considering if you like the Mirage F.1 and ideal for the modeller. We

look forward to seeing others in the series in due course.

Our thanks to DTU Sarl for the review sample.

## The Alternative RAAF & RAN Fleet Air Arm 1951-1975

by John Baxter

Price: Aus\$36 (+Aus\$11 P&P)  
ISBN: 0-9580233-1-X  
Publisher: John Baxter  
Format: 175mmx240mm, 152 page, laminated card cover

This is the latest title from John Baxter and follows a similar thread to the previous ones, although this time he gives his 'what if?' twist to RAAF and RAN operations in the 1951 to 1975 period. All of the text within the title is spurious to a lesser or greater degree and charts what may have happened in the listed period. All of the reported incidents are very well written and quite believable and the use of

model photographs throughout along with a couple of cleverly modified genuine images make it a compelling read.

This title has been set and produced by UK modeller and well-known 'what if?' fan Lee Bagnell (he of 'Padded Cell' fame!) and much of Lee's work is included.

If you like a bit of therapy from you modelling and don't mind running off the beaten track in what you make, then we

can, as always, recommend this new title from John. The quality of

production coupled with excellent and believable stories makes this a very readable book and who knows, it may inspire a few of you to make some of the aircraft depicted. I have to ask though, why does a TSR.2 look horrible in camouflage?

Our thanks to John Baxter for the review sample. The postage

rate quoted above is for Air Mail to the UK or North America.



## Folland Gnat

by Victor Bingham

Price: £23.95  
ISBN: 1-900511-78-9  
Publisher: J&KH Publishing  
Format: 180mmx245mm, 146 page, hardback with separate dust jacket

This is not actually a 'new' book in the truest form, but considering the planned release of a Gnat kit in 1/48th scale from Aeroclub later this year, we thought some of you may be interested in seeing it.

If any of you know of the author's works for the likes of Airlife, e.g. Westland Whirlwind, Bristol Beaufighter etc, then the style, format and content of this new title will be instantly recognisable. The text deals with all aspects of the design, development and service use of the Gnat and is illustrated throughout with a large number of period black and white

images. The text starts off with a look at the Lightweight Fighter, which we all know as the Folland Midge. This is followed by a chapter dealing with the Gnat Mk 1, with coverage of such aspects as development, and a general description of both engine and airframe. Coverage of foreign use of the type is also included in this chapter, with sections on the Indian and Finnish Air Forces' usage of the Gnat. The next chapter looks at the development of the Gnat as a pure trainer, with the T Mk 1. This chapter deals specifically with the development of the type as well as offering a general description of it. This is followed by a chapter that looks at the use of the type as a



trainer, as well as its use by the Red Arrows. The penultimate chapter looks at further development of the type, with the F Mk 2, 4 and 5, as well as the Gnat nightfighter, light bomber, naval fighter and Fo.146, 147 & 148 projects. The final

chapter lists all the Gnat survivors and is followed by appendices that give full data for the Fo.139 Midge, Fo.141 Fighter, Fo.145 Trainer, as well as a full list of all Ministry operated Gnats, a brief history for all Gnats produced and finally, a brief look at Folland design studies centred around the Gnat.

This is an excellent book, well written and well illustrated, and one we can most heartily recommend to all fans of the Gnat.



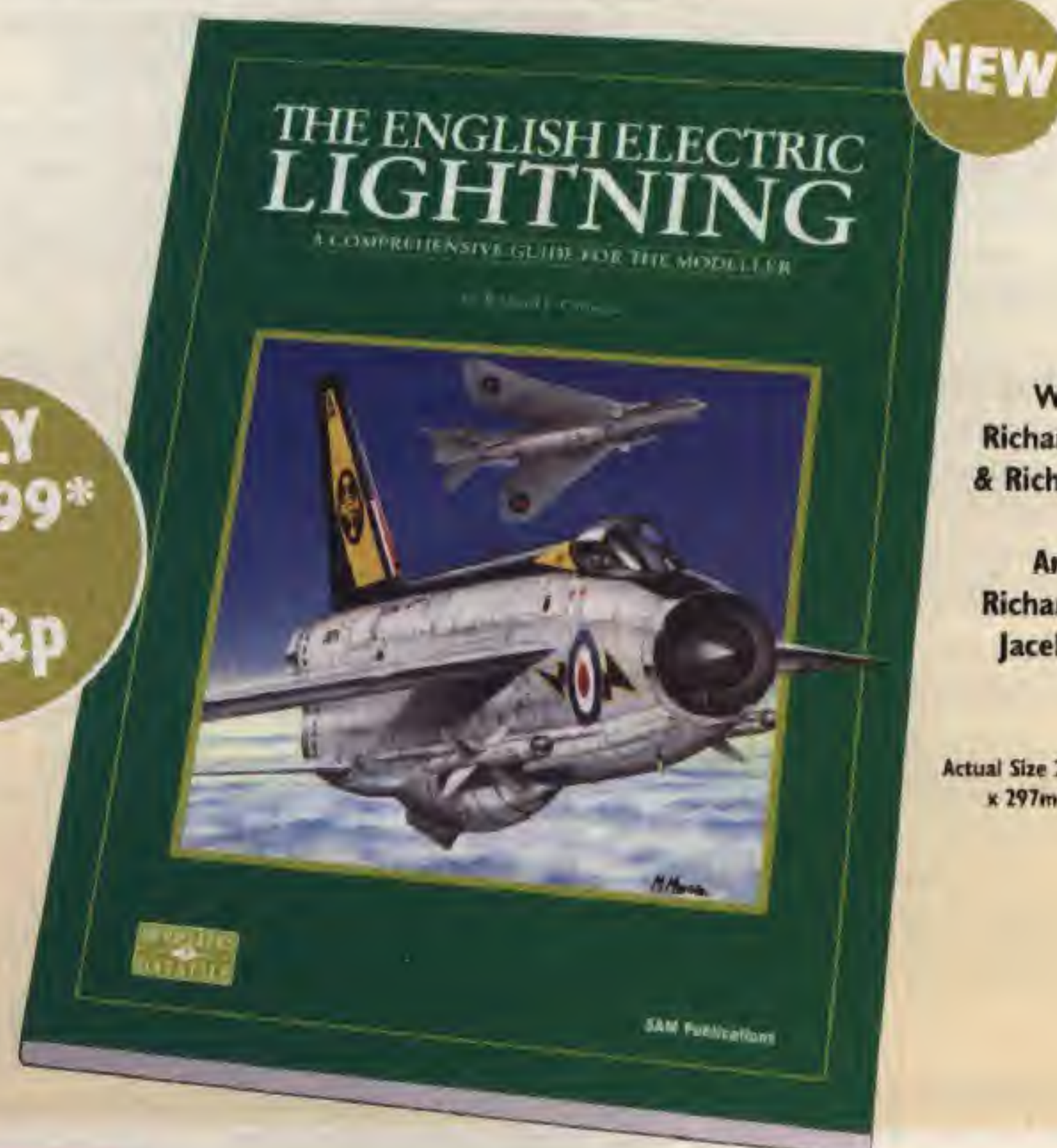
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## clubs &amp; societies

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

**AAM/IPMS PORTUGAL.** Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

**THE ABERDEEN MODELLERS SOCIETY.** Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

**ABINGDON IPMS.** For information contact Simon Fisher Tel: 01993 774034 (not after 9pm).

**AIRFIX COLLECTOR'S CLUB.** For more information contact Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX.

**AERO SPACE & VEHICLE Club** Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

**AVON SCALE MODEL SOCIETY** - a small friendly modelling club meets on the 3rd Thursday of each month, at the Longwell Green Community Centre on the outskirts of Bristol. We cater for all types of modelling subjects, so if you think you would benefit from joining us, come along or for information phone: Ian Bryant on 0117 9324053 or Ray Hackney on 0117 9569777.

**IPMS Avon.** Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).

**THE ASSOCIATION OF LONDON MODELLERS** (inc. IPMS London). Meet between 7-9.30pm on the last Wednesday of the month in the Camera Club, St. Brides Institute, Bride Lane, EC4. Contact Brian Lay 07813 908 938 or email BRIAN@asofmod.freemove.co.uk

**AUSTRALIAN PLASTIC MODELLERS ASSOCIATION** PO Box 51, Strathfield NSW 2135, Australia. Web site WWW.apma.org.au. Meet at Ryde City Bowling Club Auditorium, Blaxland Road, Ryde. Contact: Tel: (02) 98083215 email: sljenkins@apma.org.au

**AVRO LANCASHIRE IPMS.** Contact Ian. D. Southwood on 01706 224 798 or Email: ianD@KSouthwood.freemove.co.uk

**IPMS AVON** meets at the Rotunda Club (Avon Suite) on the third Wednesday of the month at 20.00hrs. For more details contact Phil, Tel/Fax: 01454 850119, Email: ipmsavon@aol.com

**BIRMINGHAM IPMS.** For more details call 0121 550 0515.

**BAY MODELLERS CLUB,** Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

**BANBURY SCALE MODEL CLUB.** Contact Reg Gray on 01295 264875.

**BARNET IPMS.** Contact Pete Stern (Secretary) on 020 8449 7854.

**UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM** meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

**BLACKPOOL MODELLERS.** Contact Darren Elliott on Tel: 01253 317265 or E-mail: darren@miramar55.freemove.co.uk

**BOGNOR REGIS MILITARY Modelling and Wargaming Society** is based at the West Meads Community Centre, Bognor Regis. It meets on Monday evenings from 7.30 and caters for all areas of military modelling. There is a very active wargames section catering for a wide range of campaigns. Pay us a visit or call 01243 824542 or 01243 814549

**BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

**I.P.M.S. BOLTON.** For more details contact David Swift on 01204 695375 or Ray Ashworth on 01204 669770 or e-mail the club at: ipms.bolton@btopenworld.com

**BRIDLINGTON & WOLDS SCALE MODEL CLUB** meets at the Parade Public House, Bridlington on the second Monday of each month. For more information contact Kevin Dolman 01377 255594 or Adrian Morris 01723 375962

**IPMS (CANADA) LONDON.** Contact Kerry Traynor on 1-519-453-4818.

**IPMS CAPE PENINSULA (SOUTH AFRICA),** Cape Scale Modellers Club. Contact Marc Cilliers Tel: 021 671 5595 or 083 444 9471.

**CHELMSFORD AND ESSEX SCALE Model Society** meets the first Thursday of every month. Contact Chris: 01376 553211 & Phil: 01245 476786.

**CHELMSFORD MODEL CLUB.** Harway House, Rectory Lane, Chelmsford. Contact Michael Tel: (01245) 611548.

**CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

**CHILTERN SCALE MODEL CLUB.** (incorporating IPMS Chiltern) meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763

**THE CLACTON BRANCH** of the IPMS. Contact Peter Terry on 01255 428653.

**IPMS CLEVELAND.** Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

**IPMS TYNESIDE** meets at St. John's Church Hall, Newcastle-upon-Tyne the 1st & 3rd Monday of each month. Contact Rob Sullivan Tel: 01207 561971.

**COVENTRY AND WARWICKS IPMS.** For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Bagington. CV8 3AZ.

**CORNISH SCALE MODELLER'S SOCIETY.** For more details contact Tim Rowley (Chairman): 45 Bodriggy St. Hayle, TR27 4ND Tel: 01736 757945 or Alan Jennings (Secretary) 5 Collygree Parc, Goldsithney, TR20 9LY. Tel: 01736 710033.

**DERBY CITY MODEL CLUB.** Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

**IPMS DERBY & DISTRICT.** New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby. DE24 3ET

**I.P.M.S. DEUTSCHLAND e.V.** Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.

**I.P.M.S. DEUTSCHLAND e.V.** Contact: Volker Helms., Alte Dorfstrasse 26A, D-19065 Gdorn, Germany. E-mail: Volker.Helms@t-online.de. Home page: www.ipmsdeutschland.de.

**EAST KENT MODEL CLUB** meets in Ramsgate. For details contact Stu Davies on 01843 867404.

**EAST MIDLANDS MODEL CLUB.** Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

**EAST NEUK MODELLING CLUB** For more information contact Brian on 01334 655131 or Dave on 01334 652439.

**EAST RIDING SCALE MODEL ASSOCIATION** meets every second Monday in the month at Beverley. Anyone interested should contact either: Richard Alsop 01482 711300 or Tony Bolder 01482 566008

**IPMS ESSEX/HARLOW.** For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

**EASTERN SUBURBS SCALE MODEL CLUB (ESSMC),** Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

**"FAMAS" (PRONOUNCED "FAMOUS")** journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 29 Ridge Way, Cromer, Norfolk. NR27 0BX.

**IPMS FENLAND/SPALDING MODEL GROUP.** Contact Dave Hawkyard 01775 720568.

**GLASGOW IPMS.** Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

**GLOUCESTER IPMS.** Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

**GRANTHAM MODEL CLUB.** Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

**IPMS GREECE (CORFU BRANCH)** Contact 0030 661 41506 or Fax 0030 661 41114.

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**THE HARROW MODELLING SOCIETY.** Contact Roger on 020 89976051 for more details or visit www.harrowmodellingsociety.co.uk





**HOBBS DEPOT MODELER CLUB**  
Contact M. Fuller, 1524 Est Summer St.,  
Hartford, WI 53027, USA.

**IPMS HORNCHURCH.** New Club  
Secretary: Dave Ryan, 36 The Lintons, Linton  
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**ISCA SCALE PLASTIC MODEL CLUB**  
- East Devon. Contact Mr K. Sweeting 10, Old  
Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

**IPMS KENT.** For full details please contact Ken  
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0208 654 8531 Email: kenwithey@btinternet.com.

**IPMS KINGSTON (CANADA).** Contact  
Tony on 389 4878.

**IPMS PROVINCES OF FRANCE.** The URL  
for IPMS Provinces of France changed to  
<http://www.multimania.com/ipmspdf/index.htm>

**IPMS SOUTH AFRICA.** For further details  
contact Colin Burgess on 011 462 3549 or Email  
albertn@global.co.za or visit our Web site at  
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**IPMS SOUTH EAST LONDON** please ring  
Paul Brack on 020 8650 6504 or Alan Partington  
on 020 8697 6929.

**IPMS SOUTHAMPTON.** For more details  
contact Nigel Robins on 02380 582808.

**IPMS STE HELENE** (Montreal, Canada). For  
information contact Jean Marc Perreault.  
Tel: 450 656 7243.

**IPMS TORONTO (CANADA).** Contact IPMS  
Toronto, 3219 Yonge St., Suite 334, Toronto,  
Ontario, M4N 2L3, Canada.

**IPMS WESSEX.** For more details contact  
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**IPMS YU-VOJVODINA** (Yugoslavia). Contact  
Nenad Mikisev, Bulevar Veljika Vlahovica 56/10,  
23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu

**JUNIOR MODEL CLUB,** Midland Air  
Museum, Baginton, Coventry. For more  
information contact Dianne James. Tel: 024 76301033

**KEMPSTON & DISTRICT SCALE  
MODELLING CLUB.** Meet twice a month on  
alternate Tuesday evenings at Southfield Community  
Centre, Kempston, Beds at 7pm. All welcome, irrespective  
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**KINGS' LYNN SCALE MODEL CLUB**  
dealing with all aspects of modelling. We meet on  
the second Wednesday of the month in the 'Workers  
Club' in King's Lynn at 19.30. For more information ring  
Mike Condra 01553 827126 or David Crump 01553  
673744.

**LINCOLN MODEL CLUB** (IPMS Lincoln).  
For more information, contact Ian Crawford on  
01522 533380.

**KAIMAI BRANCH IPMS (NZ).**  
Contact Peter Cook at bmc-ipmsnz@xtra.co.nz  
or Tel: 07 5756 517

**KEIGHLEY PLASTIC MODEL SOCIETY**  
contact John on (01535) 665722.

**LEEDS IPMS.** Meets 2nd Friday each month at  
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Netherton, Wakefield. Contact Mike Robson on 01484  
350612. Microbel100@ntlworld.com

**LOTHIAN MODELLERS CLUB** and  
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on 0131 665 4087.

**MARITZBURG MODELLERS CLUB,**  
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**MANCHESTER IPMS** Contact Karen Cunliffe  
on 0161 343 5475 or Bernard Chadwick 01942  
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**MEDWAY MODELLING CLUB,**  
Gillingham, Kent. Contact Harry Greenwood  
01634 829531 (daytime) or Bill Clark 01795 426686  
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**MERSEYSIDE SCALE MODEL CLUB**  
(IPMS) meet first Tuesday of the month at the  
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0LG.

**MILDENHALL PLASTIC MODEL CLUB.**  
Meets 1st & 3rd Wednesday each month in the  
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**MILTON KEYNES MODEL CLUB.**  
Contact Phil Smith on 01908 505988.

**MODELLSPORTCLUB HANS GRADE**  
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**ALLROUND MODELLING Society Eeklo.**  
The Modelbouw Eeklo website has changed from  
[www.ping.be/modelbouw-eeklo](http://www.ping.be/modelbouw-eeklo) to  
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**IPMS NENE VALLEY.** For more details  
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GROUP** (Norwich). For information call John  
Turner on 01603 890595.

**NORTH ESSEX MODELLERS.** Ring Jerry  
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01752 267527 after 6pm.

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[nc-winklemi@netcologne.de](mailto:nc-winklemi@netcologne.de)

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**ROBERTSBRIDGE AVIATION SOCIETY  
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Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel:  
01892 520856

**ROMSEY MODELLERS** meet third Thursday  
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Well Drive, Romsey. For further information contact Les  
Cooper, 28 The Tyleshades, Romsey. SO51 5RJ. Tel: 01794  
522968.

**SALISBURY IPMS.** Please contact: Peter  
James, 'Lothlorien', 18 Ilyton Avenue, Firsdown,  
Salisbury, Wilts, SP5 1SH. Tel: 01980 862403.

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(IPMS Telford). Contact Gary Stevens, 8  
Whitemere Road, Shrewsbury. SY1 3BT.

**THE SILICON VALLEY SCALE  
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Library, Los Altos, California on the third Friday of every  
month. For more details contact Chris Bucholtz on (408)  
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**IPMS SOUTH EAST  
ESSEX/SOUTHEND- ON-SEA).** Contact  
Simon Oliver on 01702 614831 (after 7pm) or John  
Drummond 01702 205494 (after 7pm).

**SOUTH CHESHIRE M.M.C.** (Crewe). Meet  
every other Wednesday at the Crosville Social  
Club in Crewe. For more details contact Phill Podmore,  
Tel: 01270 256 880.

**SOUTH LONDON SCALE MODEL  
CLUB.** For details and an information sheet,  
please ring Steve Hubbard on 020 8514 3840 or 0860  
228194.

**SOUTH SHORE IPMS,** Pembroke, MA (USA).  
For more details contact Bob Burnside Tel: 617  
659 4883.

**IPMS SPAIN** (Amigos Modelistas Placentinos).  
Apdo. de Correos 287, 10600 Plasencia, Spain.  
Contact Julian Herrero Email: [mig21@retemail.es](mailto:mig21@retemail.es).

**SPRUES-R-US** Scale model club meets every  
second Wednesday of the month in the Methodist  
Hall, North Road, Letchworth, Hertfordshire at 7.30pm.  
For further details please contact Peter Magee on 01462  
640642 or Peter Park on 01462 675779.

**ST. EDMUNDSBURY SCALE  
MODELLERS.** Contact Rod Jones (Secretary)  
on 01284 - 766104.

**STAFFORD IPMS MODEL CLUB.**  
For information contact: Terry Campion,  
3 Leedhams Croft, Walton-on-Trent, Swadlincote,  
Derbyshire. DE12. Tel: 01283 713602.

**STIRLING & DISTRICT MODELLERS  
SOCIETY** SAE for programme to W.Wood, 37  
Woodlands, Sauchie, Clacks. FK10 3PJ.  
Tel: 01259 722428.

**SUNDERLAND SCALE MODEL CLUB**  
meets in Fulwell, Sunderland. Contact Peter Hall  
0191 513 0489 or David Dykes 0191 548 7777.

**SUSSEX MODEL GROUP.** For information  
please contact 01403 782638.

**NORTH SURREY MILITARY  
MODELLING GROUP** For more information  
contact Keith Goldsworthy on 020 887327886 or Kevin  
Jarrett on 020 83938534. Alternatively you can Email  
the club at [nsmmc@cwcom.net](mailto:nsmmc@cwcom.net)

**SUTTON COLDFIELD MODEL  
MAKERS' SOCIETY** For more information  
contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley,  
Coventry. CV7 8DQ. Tel: 01676 540469.

**SWANSEA MILITARY MODELLING  
SOCIETY.** Held in Morriston, Swansea on the  
second Wednesday of each month. Contact Keith Ryder  
(Branch Secretary) on 01792 815710 or Email  
[keith\\_ryder@hotmail.com](mailto:keith_ryder@hotmail.com)

**TAYSIDE MODELLING SOCIETY.** Details  
from Keith Herd, 38 Ashgrove, Perth.  
Tel: 01738 629555 (Sorry no under 16's).

**IPMS/USA SUPERGLUERS OF SAN  
ANTONIO, TEXAS, USA.** For more  
information contact Thunderbolt Hobbies (Tel: [210] 736  
0768) and ask for Bob Kelly, Ian Hemmings or Skippy  
Harris.

**THE OKLAHOMA HISTORICAL  
MODELLERS SOCIETY.** For more information  
contact David Kimbrell at [ivandak@aol.com](mailto:ivandak@aol.com) or Rick  
Jackson at [rjackson@socket.net](mailto:rjackson@socket.net).

**THURROCK SCALE MODEL CLUB.**  
For more information please contact  
John Davies on 01375 406895 or Steve Moore on 0708  
853139.

**THAMES VALLEY SCALE MODELS  
CLUB.** For further details please contact  
Keith Sherwood on 01494 533778.

**WALLINGFORD (IPMS).** For more details  
contact Club Secretary Phil Golding on 01491  
201827 or George Clark on 01491 201902.

**WARRINGTON (IPMS).** For details contact  
Dave Foxall on 01925 825619.

**WATFORD MODEL CLUB.** For more info,  
contact Nigel Foster on 01525 384875.

**WEST BERKS SCALE MODEL CLUB.**  
Contact Adrian on 01635 49524 evenings before  
9pm or write to: 14 Oakley Rd, Shaw, Newbury, Berks,  
RG14 2PD.

**WEST MIDDLESEX IPMS.** Contact Les  
Clancy on 01784 465191 or Tony Horten on 020  
8384 3840 for details.

**IPMS WEST RIDING** new branch secs  
email will be [martin.johnston2@ntlworld.com](mailto:martin.johnston2@ntlworld.com)  
Tel: 01132943321.

**YORK & DISTRICT PLASTIC MODELS  
SOCIETY.** Contact Chris on 01430 873408 or  
Joel on 01904 766895.

## New Model Clubs Forming

**SIGPMA A NEW SIG** for all those interested  
in Portuguese Military Aviation. Contact: P.O.  
Box 52054, 4202 - 801 Porto, Portugal. Email:  
[ruidom@mail.telepac.pt](mailto:ruidom@mail.telepac.pt)

**YU AVIATION SIG.** Please note that this  
group's Email address has changed from  
[modelart@ptt.yu](mailto:modelart@ptt.yu) to [yasig@eunet.yu](mailto:yasig@eunet.yu). The group also  
has a new postal address; Nenad Mikusev, Novosadskog  
Sajma 16/301, 21000 Novi Sad, Yugoslavia.

**YUGOSLAV AVIATION SIG** discussion  
board at <http://disc.server.com/58276.html>.

**I AM CURRENTLY TRYING TO  
REVIVE** the 1/144th scale military aircraft  
SIG. If anyone is interested in joining please contact  
David Campbell, Faircroft, 3 High Street, Stanwick,  
Northants. NN9 6QA or Email  
[David.Campbell@Tesco.net](mailto:David.Campbell@Tesco.net).

## Special Interest Groups (SIGs)

**AXIS EAGLES** - World War II Axis Aircraft  
Special Interest Group meets bimonthly at  
Ashburton Library, 154 High Street, Ashburton, Victoria,  
Australia. For more Info. contact  
[axiseagles@ozemail.com.au](mailto:axiseagles@ozemail.com.au) or  
[jjbaxter@techno.com.au](mailto:jjbaxter@techno.com.au)

**IPMS GULF WAR SIG.** For more details  
contact Gary Madgwick, Brook Barn, Letcombe  
Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746.  
Email: [gary.madgwick@diapleinter.net](mailto:gary.madgwick@diapleinter.net).

**HAVE APPLIED TO REGISTER** the,  
DC-3/C-47 Tribute SIG anyone interested in joining  
please contact me on 01480 861387 or by email  
[D.gait@virgin.net](mailto:D.gait@virgin.net) Civil and Military modellers welcome.

**THE ANZAC SIG** is forming covering  
Australian, New Zealand, Canadian, UK and  
Commonwealth Military subjects post 1960. For more  
information contact Gary Madgwick, The Aviation  
Workshop, Brook Barn, Letcombe Regis, Wantage,  
Oxon, OX12 9JD. Tel: 01235 769746.

**PURSUIT S.I.G.** for anyone interested in  
American pursuit aircraft. Contact Chris Norfolk on  
01132176325 or at [christophernorfolk1@ntlworld.com](mailto:christophernorfolk1@ntlworld.com)

**The IPMS Racing & Record Aircraft  
SIG.** For more information about the SIG and  
our quarterly newsletter ('Bent Throttles') contact  
Anders Brunn, Bradstupsvagen 21, SE-129 39  
Hagersten, Sweden. Email: [anders.brunn@telia.com](mailto:anders.brunn@telia.com).

**WORLD WAR ONE** SIG has a new website  
at <http://www.users.globalnet.co.uk/~ipmsuk/wingswires.htm>

**WORLD HELICOPTER SIG.** Contact Geoff  
Arnold, 44 Rowan Road, Market Drayton,  
Shropshire. Email: [geoffrey.a-hell-sig@whsmithnet.co.uk](mailto:geoffrey.a-hell-sig@whsmithnet.co.uk)

**WINGS 'N' WIRES.** IPMS World War I  
Aircraft SIG. Contact Joel Christy, 35 North Lane,  
Haxby, York. YO32 3JS

**IPMS UK Fleet Air Arm Special  
Interest Group.** For more details contact  
Steve Hubbard on 020 8220 3638.  
email: [faasig@msn.com](mailto:faasig@msn.com)

**IPMS (UK) WEB** site at  
<http://www.users.globalnet.co.uk/~ipmsuk>.  
Contact [membership@ipms-uk.co.uk](mailto:membership@ipms-uk.co.uk)

**8TH USAF IN WWII SIG** being started.  
Please contact either Mr L Wells, 17 Helford Drive,  
Broadlands Park, Paignton, South Devon. TQ4 7NL.  
Tel. 01803 844977, email: [wellyz\\_2002@yahoo.com](mailto:wellyz_2002@yahoo.com), or  
Mr R Gray, 92 Prospect Avenue, Pye Nest, Halifax, West  
Yorkshire. HX2 7HP, email:  
[trebor@yarg1861.freemove.co.uk](mailto:trebor@yarg1861.freemove.co.uk) for more information.



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**Don't forget...**  
Part 2 of our Retail Voucher Promotion is in this month's issue of Model Aircraft Monthly, Vol 2 Issue 8

If you missed Scale Aviation Modeller Volume 9 Issue 7 (voucher part 1) call Julie on 08707 333373 or email julie@sampublications.com to obtain a copy.



# readers' classified

## FOR SALE

### Dragon 1/48th

Mistel 2/S.2 (£55), AMT/Esco 1/48th Hs 129 [no box] (£8), Heller 1/72nd Jaguar A (£8) and Tamiya 1/48th Fw 190D-9 (£12), plus others. Postage at cost (worldwide available). Contact the editor at PO Box 426, Bedford, MK43 0WF or Email: SAMed@compuserve.com.

## FOR SALE

### Aladdin's cave 2

Aircraft kits at low prices. All bought from new by me. Please send SAE to: D. Kirk, 36 Samuels Drive, Thorpe Bay, Essex, SS1 3PR. E-mail: curly.cat@btinternet.com

### Large collection plastic kits

for collectors. Mostly WWII 1/72nd. Many rare Frog, Airfix etc. All kits in original bags or boxes. For list and prices contact Ian on 01702 204450.

### A Paasche FI Airbrush and 777

compressor, never been used. £90 o.n.o (does not include postage). Contact Mr J. Collier, 23 Stonehill Close, Ranskill, Retford, Notts. DN22 8NG.

### Half price sale, mostly 1/72nd,

all types, including accessories & decs.. For lists Tel/fax: 01244 811528, Email: amercoline1@aol.com or write to Mr R. Rogers, 73, Gofftyn Drive, Deeside, CH5 4BQ.

### Dragon 1/48th Mistel 2/S.2 (£55),

AMT/Esco 1/48th Hs 129 [no box] (£8), Heller 1/72nd Jaguar A (£8), Tamiya 1/48th Fw 190D-9 (£12), Ex-Nitto 1/8th Suzuki GSX1100 Katana (£22), plus others. Postage at cost (worldwide available). Contact the editor at PO Box 426, Bedford, MK43 0WF or Email: SAMed@compuserve.com.

## WANTED

### Does anyone have any of these

conversion sets in their collection? Aeroclub VAS I Avro Lancaster B.II conversion in 1/72nd scale. Paragon Designs number 7205 I Avro Lincoln conversion in 1/72nd scale. Aeroclub K802 Avro Lancaster B.II cowlings, bomb bay, engines, cowlings and exhaust in 1/72nd scale. If so and you can bear to part with them I am happy to pay any reasonable price. Alternatively if you know of a company who still has stock I would be grateful for the information. Contact Bill on 01454 329512.

### Fujimi 1/48th Bf 110C or D

and one (or two) unmade Revell/Monogram He 111H-4 in 1/48th. Contact Peter Fawke, 'Viking', 59 Paynesfield Road, Tatsfield, Nr Westerham, Kent. TN16 2BG. Tel: 01959 577019.

### 1957 and 1959 Farnborough

Airshow Programmes. Please contact Mick on 07974 448705 or email me at scimatar@fsmail.net.

### Scale Aviation Modeller

International, Vol 1 Nos 1, 3 and Vol 3 No 7. Contact George on 01234 346455.

### Detail & Scale Vol. 21

F-101 Voodoo (2nd Edition). Tel: 01782 283558 (Stoke) for Allan.

### Photocopies of pages 134 & 135

(about B-17F 42-3147 'Homesick Angel' shot down on Nov. 16th 1943) from the book 'The Hour has come, 97th Bomb Group in WWII'. Contact: Jean-Michel Cala, 16 Allée des Amouries Font-Sarade 13500 Martigues-France.

### Looking for old copies of Warlord,

Battle (Battle/Action) and Victor comics, plus annuals and summer specials of the same and Commando/War Picture Library etc comic books. Any amount, good prices paid, so check your lofts! Contact the editor at PO Box 426, Bedford, MK43 0WF, or email me at SAMed@compuserve.com

**Please Note...** Submissions to the Readers' Classified section will be accepted in either typed or hand-written formats. Please note that the latter must be clear and in capital letters. We must insist on this, as a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

## EXCHANGE

### Exchange Russian vac-form kits

in 1/72nd: I-2 bis, I-3, I-4, I-5, I-7, I-180, I-185, I-14, SPL, R-3, R-6, R-Z, TB-1, I-Z, Pyry, Vihuri, Fokker C. X, Yak-25, Su-5, Su-9, LA-168, LA-160, Bisnovat 5-2, HS-132, A-12, SK-2, SH, IP-1, E-812 and others. Evgeny Bobkov, Novaya Zarya 17-11, 630110, Novosibirsk, Russia.

### Offered for exchange, Russian

and Ukrainian die-cast models of cars, trucks and buses in various variants 1/43rd scale. I'm interested in models of cars, trucks and buses in the same scale by western firms. My post address is: Klimko Igor, Pushkin Street 135, ap. 91 Poltava, Ukraine, 36014. E-mail: i\_klimko@mail.ru

## PEN PALS

### Russia offers: archive photos

of Russian/Soviet aircraft & helicopters, aviation literature, postcards, model kits, accessories, decals in exchange for aviation literature. Contact Victor Kulikov, 129515 Moscow, PO Box 59, Russia. E-mail: viktor\_kulikov@rambler.ru or viktor\_kulikov@mail.ru

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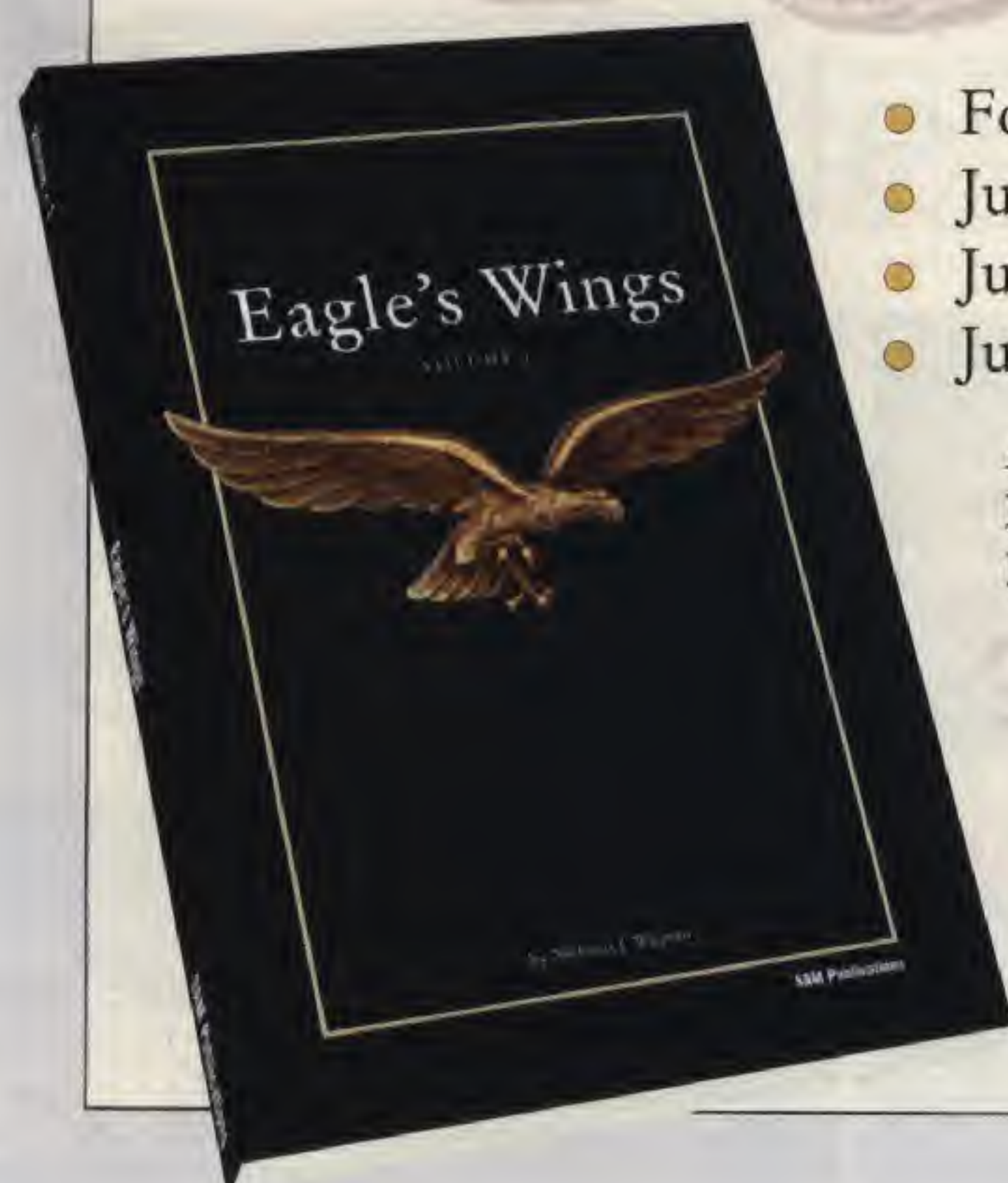
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# events diary

## ● August 9th

The Nelson Model Show, Fort Nelson, Fareham, Hampshire. 10am to 5pm. For information contact 01202 692999 or visit [www.eventsthatwork.com](http://www.eventsthatwork.com)

## ● August 9 & 10th

Thunder over Michigan at the Willow Run Michigan Municipal Airport (YIP) Website: [www.yankeeairmuseum.org](http://www.yankeeairmuseum.org)

## ● August 16th August

IPMS-Phoenix Craig Hewitt Chapter, 2003 Annual Model Contest & Vendor Fair. 9am - 5pm at the Hilton Hotel, 1011 West Holmes Ave., Mesa, Arizona, USA. For more information, see [www.ipms-phx.org](http://www.ipms-phx.org) or Email Jim Baker at [panyasama@earthlink.net](mailto:panyasama@earthlink.net)

## ● August 17th

IPMS Avon 14th Annual Model Show at Yate Leisure Centre, Kennedy Way, Yate, Bristol. For more details Tel/Fax Phil on 01454 850119, or Email: [IPMSAVON@aol.com](mailto:IPMSAVON@aol.com)

## ● August 17th

Redhill Airport Fly-In and Aeronautical Collectors Fair. 10am Redhill Airport, Surrey. For Info phone/fax 01737 822200

## ● August 31st

IPMS Brampton 2003 Annual Show at the Priory Centre, St Neots, Cambridgeshire. Open to the public from 10am to 4pm. Admission £1 for adults, free for students, children and senior citizens. For further information contact Sam Bratby on 01487 830689 or [sambratby@supanet.com](mailto:sambratby@supanet.com).

## ● September 7th

Leicestershire IPMS present the 'Friendly Model Show' at the Wycliffe Rooms, Lutterworth from 10am to 5pm. There will be an open competition and refreshments will be available on the day. For more information contact Martin Connolly, 6 Kestrel Close, Broughton Astley, Leicestershire LE9 6RX. Tel: 01455 284600 or Email: [connolly@connollymij.fsnet.co.uk](mailto:connolly@connollymij.fsnet.co.uk).

## ● September 7th

Model World Romsey, Hampshire. 13th annual model fair organised by Rotary. At Mountbatten School, Whitenap Lane, Romsey, Hampshire. Sunday 10am-5pm. For info, please contact: Nick Campbell-White on 01962 713891 or Alan Hilder 023 8081 1804.

## ● September 13th

Bognor Regis Military Modelling and Wargaming Society present 'Up In Arms' an exhibition of models, wargames and militaria to mark their 25th birthday. Come to West Meads Community Centre, Bognor Regis. Admission 50p, under 14s free. Further information Tel: 01243 824542 or 01243 814549.

## ● September 20th

Model Wheels at the Holiday Inn Telford, Shropshire. 10am to 5pm. Enquiries to Tel/Fax: 01588 660706

## ● September 21st

Capcon 2003 at Nepean Sportsplex Salons A and B, 1701 Woodroffe Avenue, Ottawa, Canada. Contact [capcon2003@hotmail.com](mailto:capcon2003@hotmail.com) or visit <http://www/ipmsottawa.ca>

## ● September 21st

IPMS Farnborough Modelfest 2003 at Frogmore Community Campus, Yateley, Hampshire.

## ● September 21st

Wings & Things 2003 model show at the Spalding Grammar School, Spalding, Lincs. From 10.00am - 4.30pm. For more details contact Dave Hawkyard, Tel: 01775 720568.

## ● September 21st

ROCON 24 hosted by The Historical Scale Modelers Association, IPMS, Rochester NY USA. A model show/contest from 10am until 5pm. The theme for this year's show is 'Great Movies-Great Models'. ROCON 24 will be held at the 40 & 8 Club, 933 University Avenue in Rochester. For more information, call Jim Klock (585) 385-3899 or Email: [jklock1@rochester.rr.com](mailto:jklock1@rochester.rr.com)

## ● September 26th-27th

Fifth Annual Nordic Con and 2003 IPMS USA Region Five model contest and convention sponsored by the Twin Cities Aero Historians. Held at the Mall of America Thunderbird Hotel Friday and Saturday. For more information contact Steve Hustad, 6253 Ginger Dr., Eden Prairie, MN 55346-1418, or [shustad@isd.net](mailto:shustad@isd.net). Contest information at [www.aerohistorians.org](http://www.aerohistorians.org)

## ● September 27th

Shoreham Aeromart at Shoreham Airport, West Sussex. Gates open at 10am.

## ● September 28th

St Edmundsbury Scale Modellers Show at the Moreton Hall Community Association and Club, Moreton Hall, Bury St Edmunds. Signposted from the A14. Club and trade stands. Free car park. 10am to 5pm. Contact Dominic Stevenson, 7 Silverdale Close, Ipswich, IP1 4JF. 01473 743189.

## ● October 2nd

The Chelmsford and Essex Scale Model Society, in a bid to heighten its profile, is holding an open evening to which any member of the general public is cordially invited. The open evening is to be held on Thursday 2nd October 2003 at The Cricketers Inn, Moulsham Street, Chelmsford, Essex. There will be a free buffet, raffle, competition (open to all), display of models and a warm welcome for everyone.

## ● October 3rd & 4th

IPMS Region 2 Convention hosted by IPMS Northern Virginia - 'A history of Flight'. This convention will be held at the Sheraton Reston Hotel, 11810 Sunrise Valley Drive, Reston, VA, USA. For more information contact: Vince Mankowski, 47799 Circle Drive, Great Mills, MD, 20634, Tel: (301) 863-2999 or Email: [modelbuilder@earthlink.net](mailto:modelbuilder@earthlink.net).

## ● October 5th

International Model Exhibition at RAF Halton airfield Wendover, near Aylesbury, Bucks. 10am to 4.30pm. For information Tel: 01494 881437.

## ● October 18th

Abingdon IPMS are holding their much improved annual show at Abbey Halls, Abingdon town centre, Oxfordshire. A new, larger venue. Open 10am to 4.40pm. Admission £2 adults, £1 child/OAP. For further information contact Simon Fisher 01993 774034, Gary Madgwick 01235 769746 or Steve Lovelock 01235 815571.

## ● October 25th

JaxCon 2003-Contest and Model Show. University of North Florida - University Center. Contact - Gil Hodges, 904-215-8108, [slowhandshodges@aol.com](mailto:slowhandshodges@aol.com)

## ● November 1st

North Surrey Military Modelling Group Open Day. We will be holding our open day at a new venue, The Thomas Wall Centre, Benhill Avenue, Sutton, Surrey. The area is well served by buses and trains and there is a large car park within 5 minutes walk of the hall. Doors open at 10am, there will also be a competition with all classes open to visitors. Any Clubs or traders interested in attending (or if you want anymore info), call Dus Adele on 02083935480 or email [dus.adele@ntlworld.com](mailto:dus.adele@ntlworld.com) Second annual convention sponsored by IPMS First Coast-Jacksonville, FL.

## ● November 2nd

Elsecar Model Show at Elsecar Heritage Center, Wath Road, Elsecar, Barnsley. 10am to 4.30pm. Further details from Martin Blundell 01226 753649 or Roger Evans 01226 203784.

## Greater Peterborough Model show:

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## Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.



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